

ST. JOHNS RIVER STEAMBOATS - MUELLER

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ST. JOHNS RIVER STEAMBOATS


by

Edward A. Mueller

Jacksonville, Florida
1986

Privately published by the author,

Edward A. Mueller



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by

Edward A. Mueller

Other books by the author:

Steamboating on the St. Johns - 1979

Ocklawaha River Steamboats - 1983

The Steamboat Era in Florida - 1984 (co-editor)

Front cover: Original painting of the THREE FRIENDS by William "Bill" Trotter.
A large size special print of this painting can be purchased from the author.

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Foreword

It has been over half a century since a steam powered vessel made a trip in scheduled service on the St. Johns River. The majestic and not-so-majestic steamboats are no more; in their stead a few diesel powered craft of recent vintage make occasional forays or operate luncheon and dinner cruises and charter sailings and moonlight cruises, mostly with loud modern music. An untold number of petroleum-fueled pleasure craft serve to remind many of what the river must have been like before the sharp bends were straightened and sediment had lessened many of its depths.

Even to steamboat devotees and avid pursuers of those long-bygone days, the lives of those who manned the pleasure palaces and workaday craft of that once well-known fleet are less than memories today. The participants have all departed, the steamboats have disappeared leaving few remnants to tell of their presence. Of the many hundreds of persons who gave of their time and toil to give direction and meaning, only a meagre number of biographies can be found. Truly a way of life has passed.

The aim of this volume is to recall a few incidents of those days, a few tales of the vessels and their men and the times in which they lived and carried on their important activities that helped to develop the state. Life evolved around the river, other forms of transportation had yet to dominate and drive steamboats to extinction.

For some 30 years the author has sought and collected information concerning the men and their steamboats that once plied the many Florida waters. This collecting avocation has led to an accumulation of pictorial and written factual material from which several articles and short histories of many of the steamboats and their men on some of the state's waters have been produced.

Work of this type is always plagued by the lack of comprehensive contemporary materials (except microfilmed newspapers)

of the period. The steamboating trades were transitory and sporadic by nature, vessels appeared and disappeared in almost alarming regularity. Few of those engaged in these livelihoods wrote of their experiences, why should they, steamboats were so common in their time so as not to cause any undue attention, the exception being first-time appearances in the area and the reporting - some times in considerable and awful depth - of the numerous disasters that continually took their toll of humans and vessels alike.

Steamboats were to be found in Florida on all of its navigable rivers, its coastal waterways and the bordering waters of the Atlantic Ocean and the Gulf of Mexico. Obviously the great north-flowing St. Johns was home to a large number of these vessels, more so than other rivers of the state.

Several years ago, the Kellersberger Fund of the South Brevard Historical Society at Melbourne, Florida published the author's Steamboating on the St. Johns. This book was a collection of articles featuring some of the various steamboat lines and associated personages. Several contemporary accounts of travel to and along the St. Johns region utilizing steamboats for transportation were included in that work.

The preparation of that book which used only a small part of the author's collection served to whet the appetite for another book on St. Johns steamboats, hence this publication. Like the former this work is a collection of original accounts of steamboats and men that were prominent on the St. Johns and its sphere of influence and also includes some contemporary articles, this time on the source of the river, travel on its environs by an observant New Englander, steamboat excursions and the like. Again, compilations of landings, listings of vessels and captains, maps and the like are included as ancillary material for understanding and backup to the other writings. Many photos and sketches of

these vessels are included to illustrate the appearance of these steamboats as in the case of nautical vessels, a picture is indeed worth a thousand words.

In only a few instances were the steamboats that were found in Florida unique. By far the great majority were not only similar to those found elsewhere but quite often had their origins in northern climes several hundred miles from the St. Johns. Many were luxury afloat indeed, many were primitive and provided only sparse accommodations and rather ordinary dining fare. Whether they came from the Ohio or Mississippi rivers or from New York or mid-Atlantic waters, they adapted readily to Florida conditions and modes of operation. However, some of these steamboats found on the St. Johns were built in Jacksonville or Palatka but most were imported for their service on Florida's great river.

The author wishes to especially thank the helpful members of the Steamship Historical Society of America, affectionately noted by its acronym, "SSHSA," pronounced about any way that one would wish. The author has been a member for over twenty-five years and has garnered many friends and helpers over that time span in that organization of dedicated volunteer enthusiasts. Thanks are due to SSHSAers James and Alice Wilson, bellwethers of the Society for years, Harry Jones, C. Bradford Mitchell, Ken Hall, Leon Reussille, Frank Manwell, George Hilton, Harry Cotterell, Jr., Peter Eisele, Don Ringwald, Ed Clark, H. Graham Wood, and many others. Departed Society members who assisted greatly were Chick Jacobus, R. Loren Graham, Angas Currie, Jesse Thomas Burgess, Erik Heyl and Forrest Holdcamper.

Other helpers were John Lochhead, Robert Burgess, Robert Radcliffe and Joe Gutierrez of the Mariners Museum, either there now or before they retired. Carroll Harris of the Florida History room of the Jacksonville Public Library was extremely cooperative and looked up reams of material. Charlotte Jackson and the late Fred Brock, Jr. descendants of the steamboating Brocks were a good source; Harris Ball, Frank Watson, Arthur Francke, Betty Glover, Jessie Martin, Norma Bennett, Carla, Bud and Catherine DeGrove all were sources of information and aid.

Other who assisted were the late Henry Boggs, Mary Pursell, Ruby Rahn and Alice Wilcox.

Certainly one of the finest historians in Jacksonville is Mr. Richard A. Martin. His furnishing of copies of extracts of nautical material and background newspapers was valuable. Clem Slade's outstanding collection of stereo photos was of great interest and some are shown in this volume. Many photos were obtained from the University of Florida, Douglas Hendricksen and Robert Cauthen also.

The State of Florida has an outstanding and astonishing public asset in its photographic archives housed in the Robert Gray building in Tallahassee. Many of the photos that will be found in this publication came from its collections or were copied by them from materials found by the author. The archives collection was started and carried on voluntarily for several years (even before there was a photographic archives) by Allen Morris, presently the highly respected Clerk of the House of Representatives of the Florida State Legislature. His wife, Joan Morris, is now the state's photographic archivist and has furthered the work immensely. Her staff produces an immense amount of copies of historic photographs, especially when its miniscule number of employees is taken into account. Linda Mainville especially is of value in this work at the Archives.

Due to the fine work of the Florida Photographic Archives many hundreds of contemporary photographs are being conserved and copied, and, of course, are thus made available for historians both now and in the future.

Another branch of the Florida Archives, the Museum of Florida History is especially helpful in generating exhibits relating to steamboat history. Their helpful and cooperative staff includes Patricia R. Wickham, Historian and John LoCastro, Exhibit Designer. Many artifacts of the steamboat age are preserved there, a few are on display.

Cathy Chaplin was most helpful in accomplishing the word processing that is the text of this book despite many initial problems with incompatible word processing equipment. Her diligence and perseverance is sincerely appreciated and without her work this book would not be possible.

Also to be thanked is Mrs. Helen Foster of Ammediate Office Support who did the conversion from one word style to the final version.

Five artists who helped produce pictures in this book are John Fryant, Joe Mikulas, John Nicholson, Jerry Sutphin, Bill Trotter and Bob Carter. Their contributions speak for themselves. The sketches and paintings are all original and taken from the best possible photographic sources and were commissioned by the author.

It should be noted that abbreviated forms of some of this material were published several years ago in the Seafarer Magazine, the port publication dealing with current affairs in the nautical world of Jacksonville. Thanks are extended to its editor and publisher, Dave Howard. Also, some of the articles were subsequently published in earlier forms in Steamboat Bill, the quarterly of the Steamship Historical Society. Thanks are offered to Pete Eisele, its editor, for his encouragement and best wishes upon this publication.

The reader will note that unlike the usual style, steamboat names are always set forth in capital letters for special emphasis. Since this book is largely about boats this seems fair, but it is also similar to the style employed in Steamboat Bill. The capitalization is also extended to names of vessels used in quoted material for the sake of emphasis.

A few remarks about the contents of this work. The introductory article is from a contemporary source illustrating how an Army officer facing the Seminoles in the Second Seminole Indian War viewed the river and told of it to others.

Getting to Florida by steamboat from Charleston saw interesting groupings of steam-powered vessels employed after the Civil War. Three eras of such vessels were researched and their histories are presented here. The writer is indebted to Harry Jones for his ST. JOHNS knowledge and John Fryant for his paintings and to the Mariners Museum, especially the vessel notes reposing there as gathered by the late Elwin Eldredge, initial President and a founder of the Steamship Historical Society. Mr. Eldredge perused and scanned the nautical periodicals of his day and extracted and filed vessel information

under their individual names. This information is especially useful for vessels that plied eastern United States waters, the usual extent of Mr. Eldredge's interest.

The next selection relates to the "source" of the St. Johns River, a subject of some mystery for a few years when the lower Florida peninsula was largely unknown and largely unexplored since Second Seminole Indian War days. D. R. Mitchell published an account of his travels on a small steamer from Enterprise southerly to the river's environs in Brevard County.

A Civil War vignette relates the exploits of the Federal vessel COLUMBINE in her many days of glory and a single day of crushing defeat. Even a little of Captain J. J. Dickison, the Confederate great, is thus introduced. The author acknowledges the help of Fred Williams, Howard Tower, Jr., and Joe Mikulas in this work. The article is largely based on contemporary newspaper accounts and the official correspondence and orders concerning the COLUMBINE as found in Official Records of the Union and Confederate Navies in the War of the Rebellion.

Accounts of two fine eastern-type steamboats, the JOHN SYLVESTER and the ELIZA HANCOX, that once graced the river are next presented. The Eldredge notes were helpful and SSHSAers Harry Jones, Harry Cotterell, Jr., R. Loren Graham and H. Graham Wood added useful material. Jerry Sutphin's and Joe Mikulas' sketches enliven the work as do photos taken by Samuel Ward Stanton. A TITANIC victim, Stanton was a gifted nautical magazine editor and artist. Mr. Stanton's photographs often served as the basis for his now-greatly-prized sketches and delineations.

A lively steamboat race was once held between the JOHN SYLVESTER and the H. T. BAYA, north against south as it were, and the next article tells of it. A prior version of this appeared in Steamboating on the St. Johns but this version is more formalistic and is largely taken from contemporary accounts whereas the prior one came from a letter written by Mr. Baya's nephew. Colonel Emery Baya, a descendant of Hanaro T. Baya, also was of help.

For a brief spell western river steamboats paraded on the St. Johns and their

days and deeds are recounted in the next article. Captain Fred Way, Jr. provided material and the help of the Cincinnati Public Library was invaluable. Most of the article is based on contemporary newspapers. The renderings of the QUEEN OF ST. JOHNS by John Fryant show the inherent beauty of this type of vessel. Mr. Frank Watson, grandson of the William Watson in the article is especially thanked for his help as is the late Donald Wright of Waterways Journal who greatly admired Captain Ed Maddy, a participant in these days.

As a form of relaxation and as a relief from tedium, steamboat excursions were a real source of pleasure for the young and the young at heart (properly chaperoned, of course). Three edited contemporary accounts show aspects of these once-common forms of pleasure. Surely our forefathers loved to dance and party if these accounts are any measure!

The author has long been entranced by the tug-like THREE FRIENDS and her courageous owner and sometimes captain, Governor Napoleon Bonaparte Broward. The story has oft been told but this account attempts to stick more to the nautical aspects. Commissioned plans produced by John Fryant show the initial version of the THREE FRIENDS and her ultimate configuration is also shown. The help of Congressman Charles Bennett in securing scarce photos is gratefully acknowledged as is the help of Mrs. Betty Daly of Daly's Shipyard and Bill Trotter's fine painting of her is a treasure. Dr. Samuel Proctor's excellent biography of the Governor was invaluable.

Several of the Governor's descendants were extremely helpful, such as Audrey Broward, Dorcas Broward Drake, Napoleon B. Broward, Jr. and Enid Owen.

The "Steamboating DeGroves" relate the maritime goings-on of the two Henry DeGroves on the river, a father and son team. This is a more recent relating of the latter days of steamers on the river. The late Captain Henry (Hal) DeGrove, II strongly encouraged and befriended the writer over a period of many years and his wife, Carla, was humor and hospitality personified. His son, Henry III, (Bud) and daughter Catherine have carried on their friendship to the present day, one which is warmly regarded. Much of the

material was furnished by "Hal" and "Bud."

Closing these accounts is the relating of travel in contemporary Florida of the 1870's as experienced by D. Webster Dixon, an observant New Englander, who used, by necessity, steamboats as his conveyances in the Sunshine State. Thanks are due to his granddaughter and great-granddaughter as related in the article's preface and also to Joan Morris once again.

A few maps serve to acquaint one with the river area as well as a detailed one copied from an old survey. Also included are some listings of river landings and perhaps more important some vessel listings or rosters laboriously compiled from vessel enrollments, "Lytle Holdcamper," Way's Directory and many, many annual volumes of the List of Merchant Vessels as well as miscellaneous writings and newspapers. A listing of captains and pilots as known is also included. Perhaps some reader's great-grandfather can be accordingly recognized.

In closing the author again reiterates that works of this type are really never done, new information is unearthed daily and the comprehensive account is yet to be written. The author would welcome corresponding with those of similar interests and his address can be found on the copyright page.

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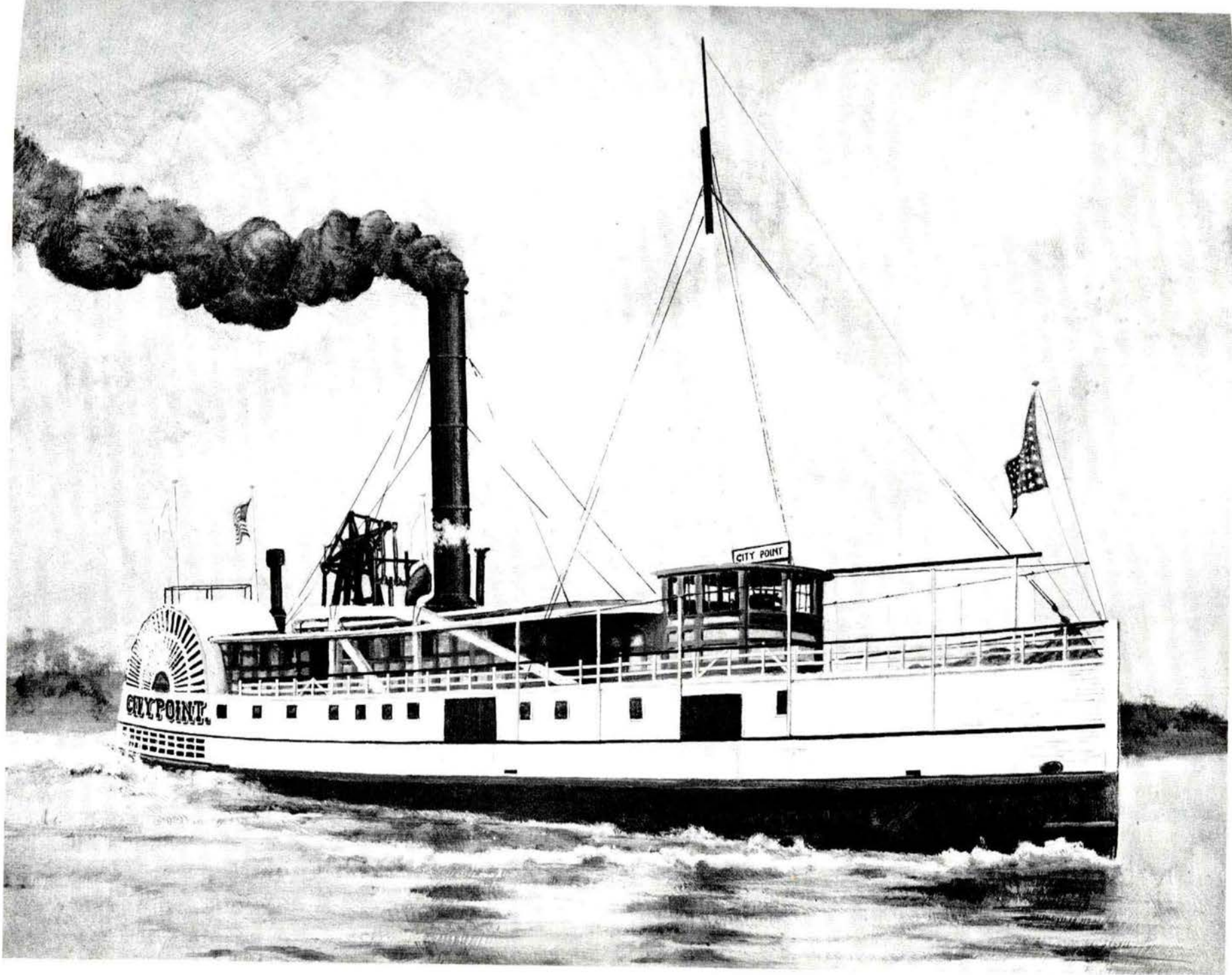
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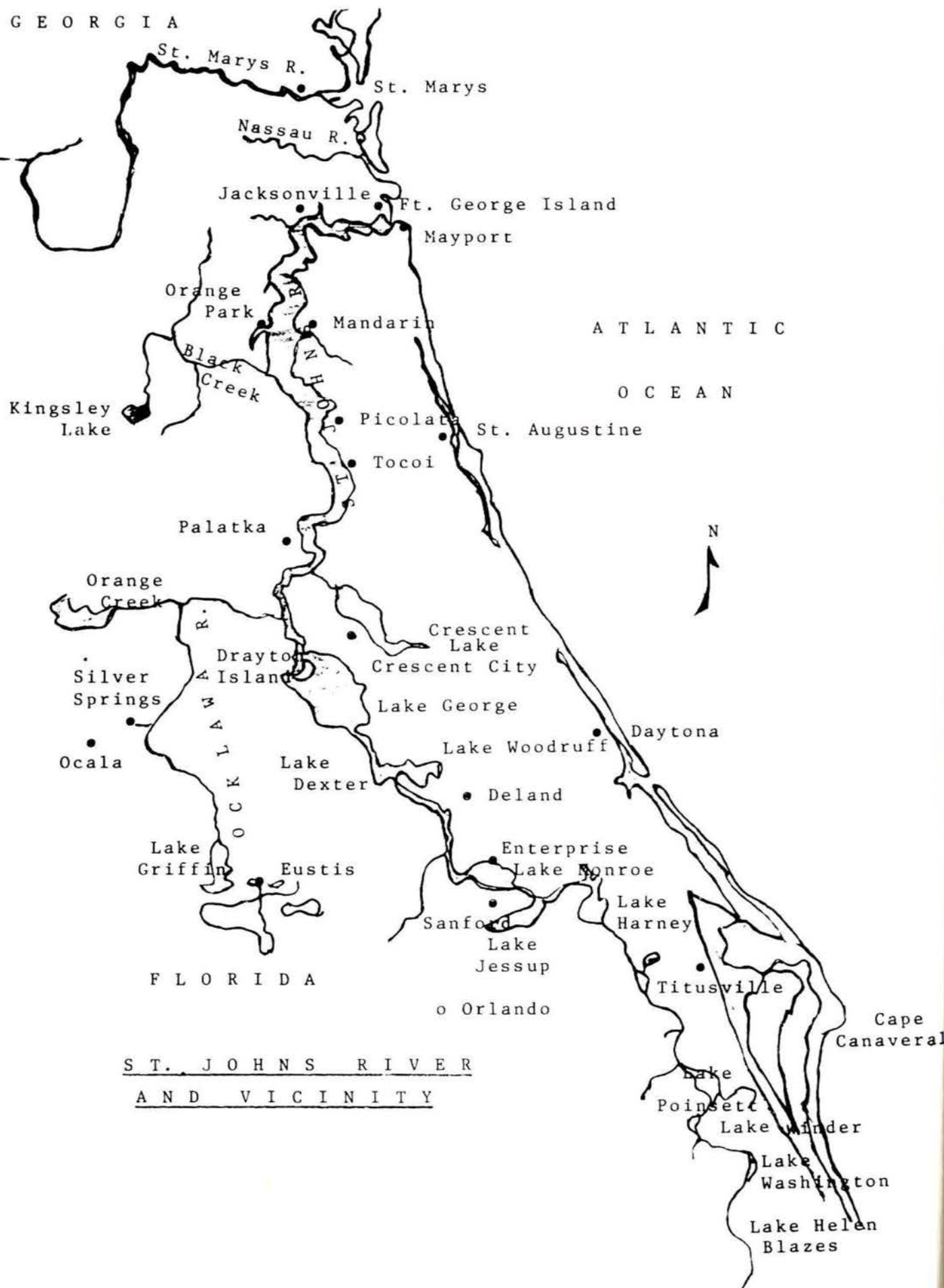
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GEORGIA



Cursory Remarks on East Florida

(The St. Augustine News of May 4, 1839 reported these comments authored by a participant in the Second Seminole War; many of the remarks pertain to the St. Johns.)

CURSORY REMARKS UPON EAST FLORIDA IN 1838

By Major Henry Whiting, U.S. Army

"Public attention has most naturally been turned towards Florida for the last two or three years. That peninsula has been the scene of a contest of remarkable character, awakening a curiosity respecting its topography, resources, etc, which has found but scanty means of gratification. Although the first portion of the United States to be permanently occupied, (St. Augustine having been founded in 1564) and early signalized by political revolutions, military events, and romantic enterprises, yet its history, both statistical and natural has been but imperfectly understood by us. The Spaniards no doubt had a tolerably accurate knowledge of the interior, which was formerly somewhat extensively occupied by them. Their settlements, however, were much broken up during the insurrectionary movements which immediately preceded the transfer of jurisdiction to the United States, and the majority of them, when that transfer took place, were abandoned, under the influence of strong national prejudices, which led to a distrust or dislike of a new and dissimilar government. Much local information was thus withdrawn. St. Augustine in the east, and Pensacola in the west, with some few subsidiary plantations, were all the settlements that came into our possession. The rest was nearly an unoccupied waste. Even a knowledge of the St. Johns, the grand artery of the country, had nearly passed away; so much so, that at the commencement of the present campaign (1837-8) the form, extent, and depth of its upper waters were unascertained.

"The war which has lately been carried on with the Florida Indians has opened the country generally to observation, and its

character will hereafter be better, if not well understood. Our troops have traversed it in almost every direction; nearly all parts have been explored, excepting the interior of the lower parts of the peninsula south of the Okachobee (sic.) Lake. From the 26th degree of latitude northward, the geography may be laid down with general accuracy. Indeed, United States maps of this character are already in the hands of some of our officers, which will no doubt soon be lithographed.

"The river St. Johns was early entered into both by the French and Spaniards, the rise and fall of whose establishments there form an interesting and sanguinary portion of history. At the present time (1838) there is scarcely a dwelling occupied on either of its banks fifty miles about its mouth, though many evidences of former occupancy, such as fallen buildings, or fields bearing the marks of having been cultivated, are seen some hundred miles higher up. Many of these farms or plantations were abandoned by the Spaniards at the change of jurisdiction; others were the works of Americans at a later date. But all had shared a common fate at the opening of the present contest. The Indians burnt all the buildings and plundered and massacred all the inhabitants that were not defended by a garrison, and desolation is now seen, where a few months since, were sugar fields, cotton fields, orange groves, and many other proofs of a thriving population.

"The river (St. Johns) is in most respects of a thriving character. It is unlike most if not all of the rivers in North America, having little current at any point of its course, and passing through a country, from its very source, so level in its surface, as scarcely to warrant the expectation of any stream at all. At low stages of the water there is no visible current, even in the upper parts of the river, though at high stages it is visible, having perhaps, a movement of one mile an hour. Below Lake George, which is more than two hundred miles from

its mouth the tides have a slight effect and vary the current accordingly, modified, however, by strong winds. Still the waters have not any where a stagnant appearance, and if unpalatable, they are so from causes independent of their want of proper agitation. They are uniformly of a dark color like that of tolerably strong coffee, the bottom being scarcely being discoverable even in the shoal parts. The origin of this tint will be various; decomposition of vegetable matter can contribute but little to affect a body of water so large, particularly when a considerable portion of the banks are either savannas or pine bluffs, neither likely to have much agency in this way. Lake Monroe may furnish a chalybeate tincture, as its shores abound in chalybeate earths. The lakes above may bear the same character. The waters do not lose their color when suffered to stand in a vessel, and to make deposit of such particles as may be afloat in them.

"The St. Johns is a large river for some hundred and fifty miles from its mouth,

being from three miles to a mile wide nearly as high as Lake George. Thus far it has the appearance of an arm of the sea and in fact feels the influence of the tides. From Lake George upwards, it is comparatively narrow, excepting where it dilates into lakes, and very winding, running perhaps several miles in one mile of a straight line. Lake George has been long known, and Lake Monroe, about sixty miles above, was occupied by our troops, the first campaign of the war. Thence upwards the river was to be explored at the commencement of the present campaign. It was soon penetrated through Lake Jesup to Lake Harney, and afterwards to Lake Poinsett, about a hundred miles above Lake Monroe.

"Charleston and Savannah steamboats ascended with army supplies without difficulty at the high stage of the waters, to Lake Harney, which supplies were sent thence by row barges to Lake Poinsett, where the river ceased to be subservient to the purposes of transportation. This high stage was in the fall, as the winter



Contemporary sketch, Second Seminole Indian War days; vessel is supposedly the GEORGE WASHINGTON, first vessel to visit Jacksonville in 1829.

months set in the large boats could ascend no higher than Lake Monroe until spring raining again raised the level of the waters.

"The banks of the river as high as Palatka, or more than one hundred miles from its mouth, are generally elevated several feet above the water. From that point to Lake George they are comparatively low, and are probably mostly soon merged at high stages of the water. Between Lake George and Lake Monroe, the banks are generally high enough to be dry, excepting where savannas prevail. Wherever the pine barrens strike upon the river, the banks are eight to ten feet high, with a substratum of shelly soil or rock. To Lake Monroe they are for the most part clothed with a growth of wood - chiefly live oak, pines, and cypress, as high as Lake George; the palmetto or cabbage tree, being largely intermixed thence upwards.

"The gray moss clothes nearly all the trees upon the river excepting the pine and palmetto. These are respected or avoided by this general associate of the trees, from some want of affinity which may not be understood. This moss is a most singular production, having a rank luxuriance little according with its kindred species. It hangs from every bough many yards in length, and wears the appearance at a distance of dingy muslin thrown with a careless grace over every part of the tree, waving to and fro in the breeze and forming a most striking embellishment of the scene; and the effect is not diminished by the presence of the tall and symmetrical palmetto, which rises up some forty or fifty feet perpendicular, like a perfectly wrought column surmounted by a capital of most appropriate beauty. The moss never throws its foldings over this handsome tree; as we have before remarked, the pine is equally avoided by it. The capricious forbearance with respect to these two kinds of trees introduced a beautiful variety into the river scene. Where the banks are high and sandy the pine prevails, where they are low and wet, the cypress - 'the melancholy cypress.' The live oak and other miscellaneous trees, prefer the banks of an intermediate character, as also the palmetto. The cypress seems to exclude all associations, no other trees mingle with it, or if they happen to start up along side,

they are soon overshadowed above by the spreading tops or crowded out by the cone-like bases below, which last leave only room for the thousand knees or sharp excrescences, from one to several feet high, which shoot up like many dwarf pinacles.

"Ascending the river, which is constant winding and shifting the point of view, wherever the cypress permits, there the moss is seen in all its sweeping luxuriance. As these trees spring from nearly a water level, and growing to about an equal height, their flat and spreading tops present nearly a horizontal line, where the green appears in all its depth and freshness. Thence, however, to within a few yards of the ground, the folds of moss, like ample curtains conceal nearly all from view, leaving the trunks exposed, below, which are covered with a whitish bark. This aspect may prevail for half a mile, when the banks may rise and become covered with the live oak whose angular and scraggy arms give a new appearance to the moss which is still as luxuriant as on the cypress. But the outline above is far different here. Palmettos perhaps, raise their grateful heads above the oaks in striking contrast with their associates, or perhaps the pine may show in the barren beyond; while over all is the clear azure of the sky, always in Florida.

'so purely dark, and darkly pure'

"These changeful beauties, combined with the occasional sight of a wild orange grove with its gilded fruit bespangling the foliage, altogether render a trip up the St. Johns delightful in a high degree.

"The ash, poplar, swamp oak, etc. which line the banks of a part of the upper St. Johns drop their leaves during winter months, unlike all of the other trees to which we have been alluding. But these trees would seem to be deciduous and exhibit more plainly the verdant parasite which attaches itself to most of their branches. In passing up the river for the first time, the unobstructed gazer is surprised and puzzled to see on all these trees a ruff of evergreen, while the branches in general are stripped of their foliage, until informed that it is the mistletoe, which having attached itself thus to a foreign stock, continues to smile in verdure while its supporter is standing in gloomy nakedness. The mistletoe bough is always of a rounded form,

varying in size from a few inches to thirty or more in diameter. The seeds which are said to be winged, have a gluten surrounding them, which enables them to attach themselves where they alight and at once to draw forth nourishment as if fixed to a parent stem. The sullius filius of the forest, it is adopted by the first tree to which it lies for protection and sustenance.

"Sulphur Springs are very abundant on the upper parts of the St. Johns. They bubble up like jetz d'eau. In passing up to Lake Monroe, there is one a few miles below, which attracted among others, the notice of Bartram. An inlet out the right bank is seen, nearly of the width of the river. Two pieces of lumber, placed at right angles with each other, one of mahogany and the other of yellow pine could but be more dissimilar. And the liquid line of separation is almost as distinct as it would be in supposed case. The St. Johns has here, as elsewhere, its coffee like line, while the waters of the sulphurous inlet are as transparent as the air, the fishes swimming in them being nearly as discernible as the birds flying over their surface. The alligators diving, as usual, at the approach of a boat when they happen to take refuge in this

throw it off. A strong odor of sulphur fills the air around, and the taste of the water is equally sulphurous.

"Above Lake Monroe wide spread savannas become prevalent. They form the main body of the sections of country through which the St. Johns flows, and are so slightly inclined that its course is extremely tortuous, the bends having more the shape of a horse shoe, than of the segment of a circle. The immediate banks in these savannas are somewhat elevated above the level of the waters, as the growth of a wild cane indicates, but the greater portion of them bear a tall, rank grass, which shows that it is often inundated, and that the soil is constantly saturated with moisture."

limpid inlet, continue to struggle downwards in apprehension, as if they felt that it did not afford the usual refuge.

"Ascending this inlet several hundred yards, it is found to terminate in a well head or basin of some thirty feet diameter, with high banks in the centre of which there is a permanent turmoil of the waters, as if a fountain below threw up its contents with much force. Rowing the boat upon this agitated spot, it was with difficulty kept there in its position, against the efforts of the ebullition to



throw it off. A strong odor of sulphur fills the air around, and the taste of the water is equally sulphurous.

"Above Lake Monroe wide spread savannas become prevalent. They form the main body of the sections of country through which the St. Johns flows, and are so slightly inclined that its course is extremely tortuous, the bends having more the shape of

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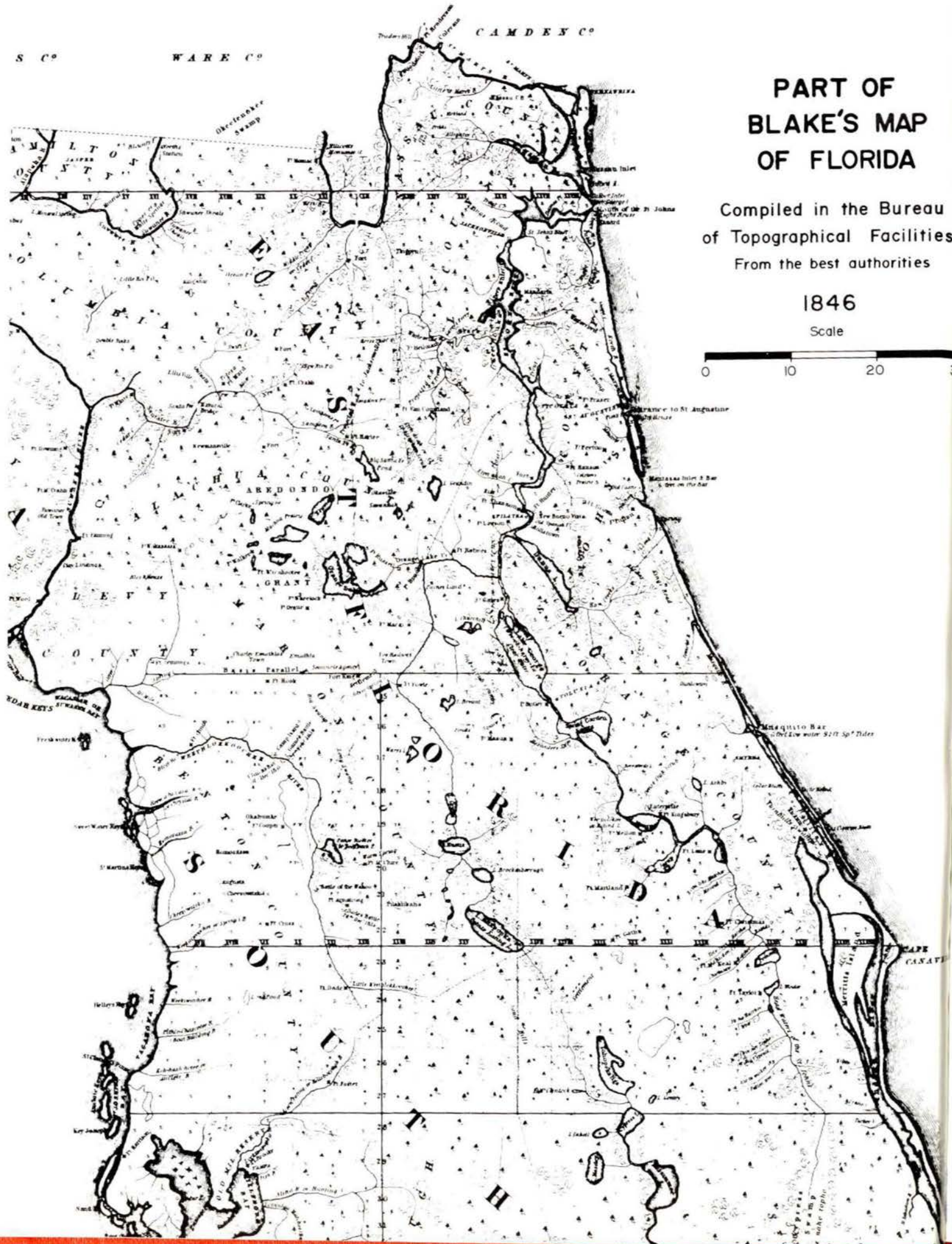
*Preceding page - Circa 1830s, 40s, early
sidewheel steamboat at a landing on the
St. Johns River.*

PART OF BLAKE'S MAP OF FLORIDA

Compiled in the Bureau
of Topographical Facilities
From the best authorities

1846

Scale



Charleston – Palatka Steamboats

(Note - the next three segments deal with the steamboats that plied from Charleston to the St. Johns after the Civil War from 1865 to the end of the 1880's after which coastal liners made their debut and monopolized the trade. The first segment tells of the DICTATOR and CITY POINT, two steamboats that saw service in the Civil War. The second is of the ST. JOHNS, a most remarkable steamboat that saw considerable service in many waters. The last is of the CITY OF MONTICELLO, a side-wheeler, and the CITY OF PALATKA, a twin-screw vessel, that went to Oregon after her Florida service.)

DICTATOR and CITY POINT

Shortly after the end of the Civil War, commercial steamboat navigation to and from Florida from Charleston, South Carolina was resumed by shipping interests based at Charleston. Vessels that had been built during Civil War days were used in the trade.

After the war was over, a great number of surplus craft found their way to the market as the government sold out its acquisitions. New blood was injected into the Florida-destined service by the introduction of the CITY POINT and the DICTATOR, remarkably look-alike vessels, yet built a year apart and in different locales.

The CITY POINT, #4878, was an 1864 George Greenman-constructed vessel. The Greenman family's shipyard of yesteryear is today renowned as being the site of Mystic Seaport at Mystic, Connecticut. In the Greenmans time, some famed clipper ships and well-built steamboats were launched from their yard on the banks of the Mystic River.

The CITY POINT was a wooden sidewheel vessel of some 678 gross and 568 net tons.

She was 204 by 31 by 10 feet. Her normal draft was 7 feet, convenient for getting into the St. Johns River from the Atlantic and navigating the shallow water over the "bar" at the mouth of that river. Her engine was a vertical-beam Fulton Iron Works product, having a cylinder of 45 inches in diameter with a 132-inch piston stroke. Originally, she came out with one tubular boiler located in her hold.

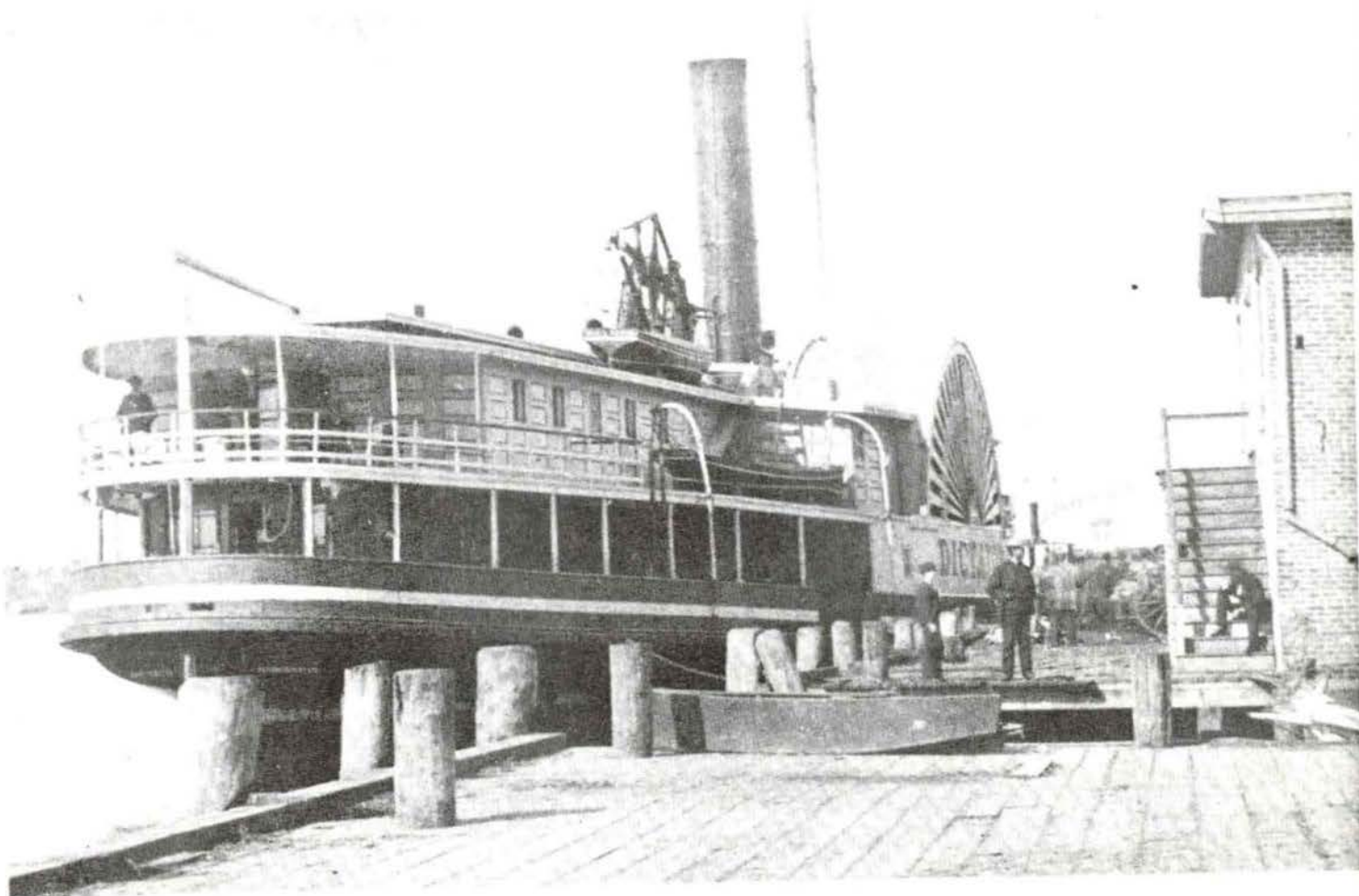
A similar look-alike vessel was the DICTATOR, an 1863 steamboat built by Thomas Stark at Williamsburgh, New York, now part of New York City. She was of 735 gross tons and her dimensions were 205.8 by 30 by 8.6, differing only from those of the CITY POINT by a few inches. Her engine, also a vertical-beam Fulton Iron Works manufacture, was one inch less in diameter (44 inches) and had the same 132-inch piston stroke.

Tracing the CITY POINT's career first, we find that upon completion she was owned by a consortium consisting of Charles Leary and William J. Pease of New York and George Greenman of Mystic. Her first duty was with the United States government and she was chartered to it from December 14, 1864 until the early part of May, 1865 at a rate of \$450 per day. The party of charter was Dan D. Leary, a member of the prolific Leary steamboating family and related to Charles Leary, one of the owners.

The CITY POINT operated on the James River in Virginia during the Civil War and was involved in carrying troops and supplies for General Ulysses S. Grant's forces as they moved against Petersburg. After her military career was over, she ran for a few months between Richmond and Norfolk on the James River.

Switching to the DICTATOR, it was indicated that she was launched as a CONQUEST, but her trial trip was made as D DICTATOR. The first passage was to New Orleans in December, 1863 from New York. The first few years of operation under the Learys found her operating for George and, or, Charles C. and perhaps Arthur.

On February 24, 1864, the DICTATOR was



chartered to the Army Quartermaster Department at a rate of \$350 per day, a charter that lasted until May 7, 1865, a few days after hostilities were terminated.

The first few months after their war charters had expired saw both the CITY POINT and DICTATOR working in tandem in a service between Norfolk and Richmond, this coming about after peacetime navigation had been restored to the James River.

Connections were made at Norfolk to the Leary-owned GEORGE LEARY and the JAMES T. BRADY which ran to Baltimore, Maryland in a connecting linkage. Due to intense competition from the Baltimore Steam Packet Company, the Learys sold the GEORGE LEARY to the Old Bay Line and went out of the James River trade.

Obviously there was a need to employ these two vessels, the CITY POINT and the DICTATOR, so the winter visitor trade to Florida was tested. Using the CITY POINT initially, the Leary-Pease-Greenman combination teamed up with the Charleston

shipping firm of Ravenel and Company to offer a Charleston to Jacksonville and Palatka, Florida service.

Accordingly, by the fall of 1865, the CITY POINT found her place as a part of a regular weekly service between Charleston and Florida. She arrived in Charleston for the first time on November 20, 1865.

December 26, 1865 to May 28, 1866, she picked up an additional owner who was also one of her commanding officers or masters. He was Captain E.C. Talbot now of Charleston. He was from Alexandria, Virginia and in command on her trip south to Charleston. He knew the coastal waters well. The initial purser on the CITY POINT was D. L. Bill and he had to look after the needs of some 150 passengers when the vessel was running at capacity.

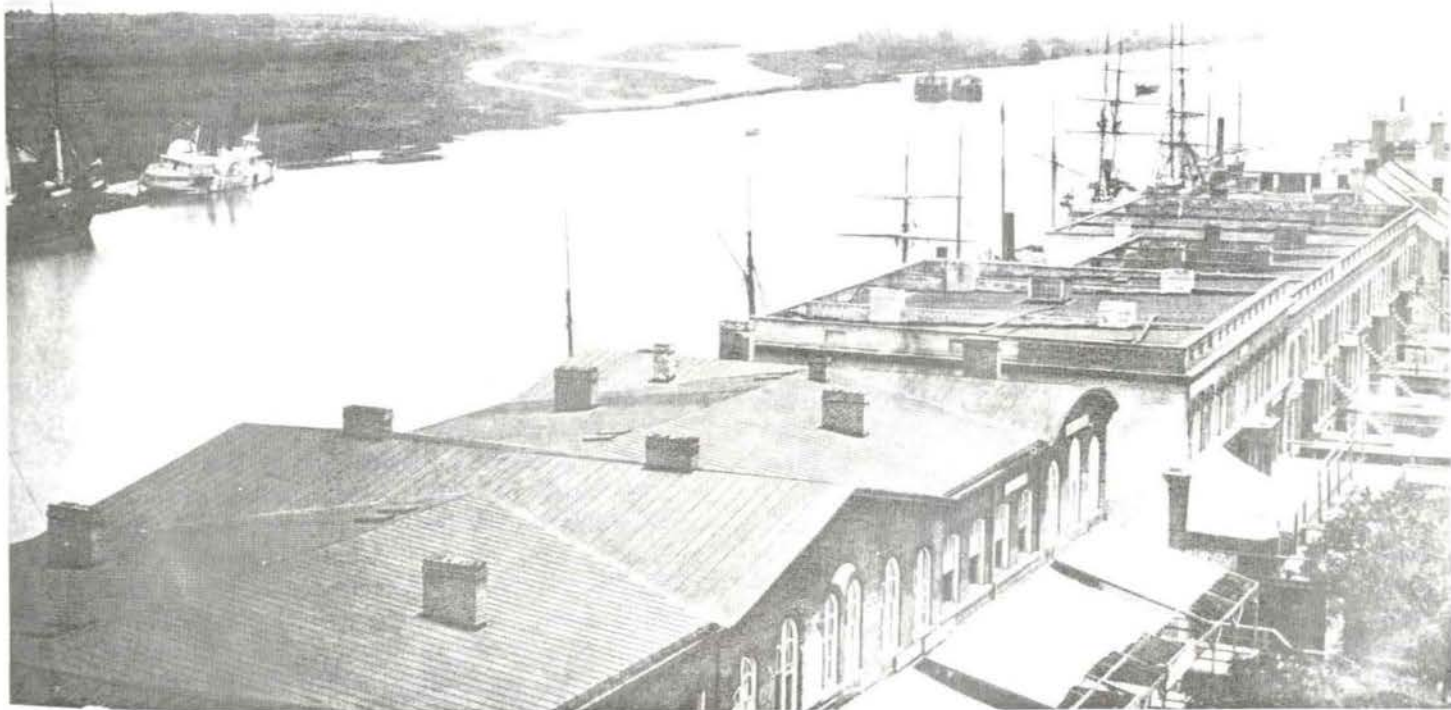
The CITY POINT appeared to be most appropriate and acceptable from the first in providing steamboat service between Charleston, Savannah, Fernandina, Jacksonville, Hibernia, Magnolia, Green Cove Springs and Palatka in addition to making

all the way landings on the St. Johns River. "A first class table and clean, comfortable staterooms at no extra charge were provided" or so the advertising boast of the day indicated. This may have been because the owners were rumored to have spent some \$150,000 to make the CITY POINT adaptable to her new service, a figure that seems unduly high and probably exaggerated especially when one considers the number of surplus wartime vessels that were then available.

The CITY POINT made her first passage of many hundreds to the St. Johns, arriving at Jacksonville on either November 23 or

The DICTATOR made her first appearance in Jacksonville on March 22, 1866 with Captain Louis Mitchell Coxetter as her master. Captain Coxetter was a veteran of the Charleston to Florida trade and had indeed pioneered the service in the early 1850's with the FLORIDA followed by the even-better CAROLINA and then his own commercial venture, the EVERGLADE. Coxetter was returning to commercial trade after a very successful blockade running career for the Confederacy. He also was captain of the most successful Confederate privateer, JEFF DAVIS.

After her first winter of service, the



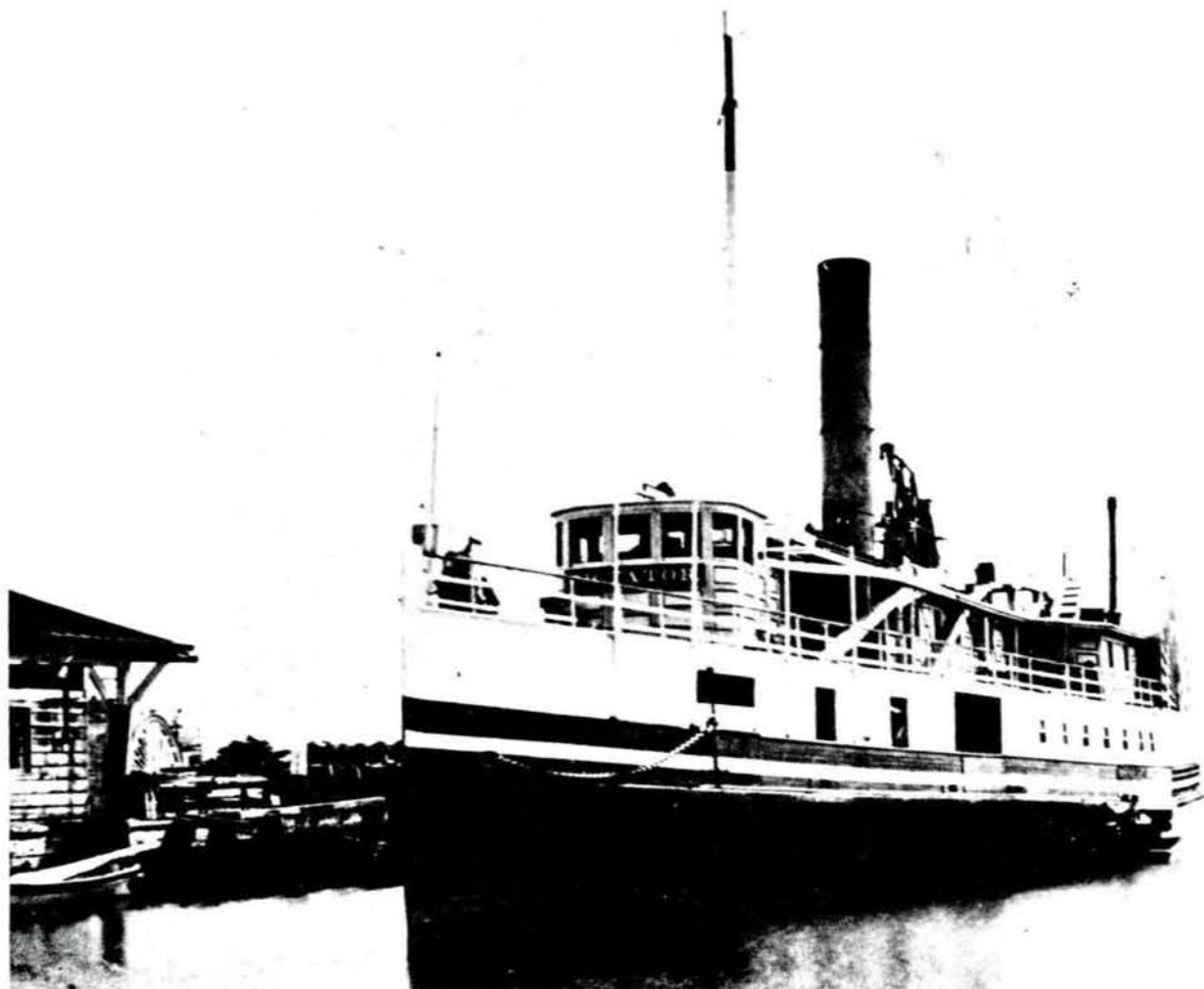
24, 1865. At that time she was the largest vessel ever to call at that place in commercial service. This first trip was made in just 24 hours from Charleston and some 17 from Savannah.

The winter visitor business season seemed to be a good one, and so in March of 1866, the DICTATOR made her appearance as a running mate to the CITY POINT. This had been talked about since early December, 1865, but took several months to materialize.

CITY POINT went to New York where she was inspected in 1866. The DICTATOR stayed on and ran alone during the lean-traffic summer months.

For several years thereafter, the pattern of traffic seemed to call for both boats to be on the route between Charles-

Preceding page - DICTATOR at wharf in Jacksonville. Above - Savannah waterfront, circa 1865, boarding point for St. Johns steamboats, TAMIENDI at left.



ton and Florida during the winter visitor season (November through April or May) and then one boat would go to New York waters for the summer season, usually on an excursion service. Periodically, the vessels were also overhauled in New York after their summer's work. Occasionally, both boats would run through the summer, spelling each other and getting minor repairs and overhaul accomplished at Charleston.

During the 1866-1867 winter season, the schedule of the DICTATOR was to leave Charleston at 10 p.m. on Fridays, arrive in Savannah the next morning and leave there for Florida at 3 p.m. She left Jacksonville for Palatka on Monday mornings and on the return, left Jacksonville at the unearthly hour of 3 a.m. on Tuesday and arrived at Savannah on Wednesday morning and at Charleston the same evening. Jeffrys and Brothers were her agents in both Fernandina and Jacksonville. After this season, the DICTATOR went to New York and was inspected there in April, 1867.

The service provided by the CITY POINT and DICTATOR proved to be very popular. Both steamers were advertised as having been put in first class condition. A contemporary notice indicated that the boats would stop to land and embark passengers at the very front doors of the hotels in Savannah, Fernandina, Jacksonville, Hibernia, Green Cove Springs and Magnolia. At Tocol, a connection was made for St. Augustine via a horse-drawn "railway" or stage line and at Palatka, connections were provided by smaller upriver steamboats to places such as Captain Jacob Brock's resort hotel, the Brock House, at Enterprise and to Mellonville, both on Lake Monroe, the termini for normal navigation on the St. Johns.

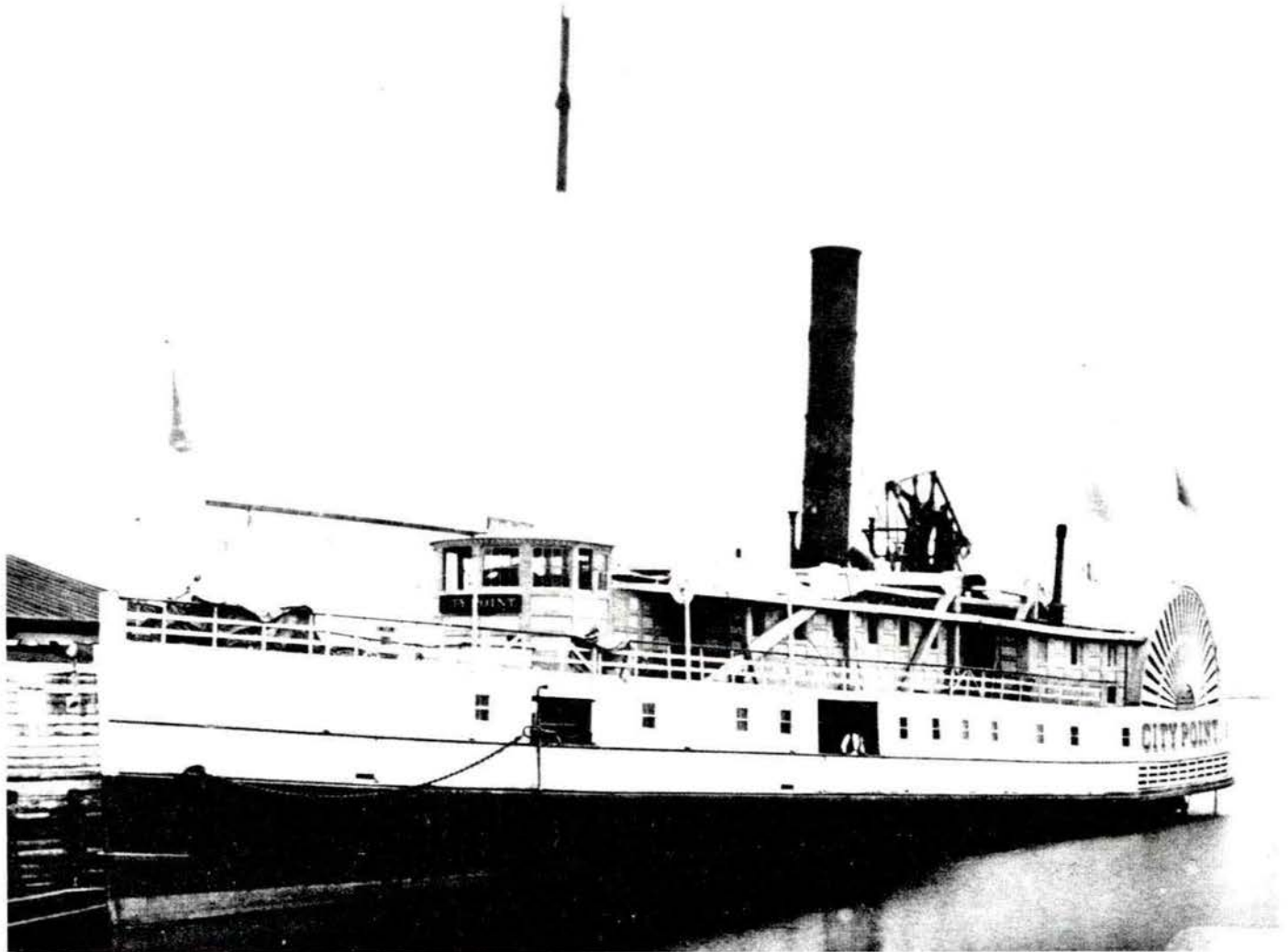
Above - DICTATOR at wharf, note walking beam engine aft of stack, pilothouse forward of passenger cabins, hull bracing needed for rigidity, structural integrity
Next page - Running mate CITY POINT.

For the winter southern visitor season, the schedule seemed to be that the CITY POINT would leave Charleston on Fridays at 4 p.m. and arrive back there on Wednesdays in the afternoon. The DICTATOR would leave from Charleston on Tuesdays and arrive back there on Sundays.

For the 1867-1868 season, the master of the CITY POINT was Simpson Adkins, a venerable pilot-navigator from Charleston. Long a bar pilot there, Adkins also was involved during the Civil War as a blockade runner. Louis Mitchell Coxetter was the usual master of the DICTATOR and, of course, he also had been a blockade runner during the conflict. Captain Charles Willey of Jacksonville, a premier nautical personage in the river city, also spelled Coxetter on the DICTATOR. During the war, Willey was engaged in blockade running but of a significantly lesser nature than that which originated from Charleston and Savannah.

In the summer of 1868, the DICTATOR was substantially overhauled, and upon her return in September to Jacksonville, was described, "in every respect a first-class boat . . . in fine order, her engine having been overhauled and put in good condition and her staterooms renovated, painted and made suitable for the many travelers who take passage on this favorite boat. Captain Coxetter is well known to the people of South Carolina, Georgia and Florida, and is held in high esteem by the traveling public. Himself and his staunch boat are alike popular."

Captain William McNelty was announced as a new master for the CITY POINT in October of 1868. October was also a month of tragedy for this vessel. While at Tybee in the Savannah River, she anchored to await the turn of the tide. When the CITY POINT was ready to proceed, she, of course, started to haul in her anchor. The newly acquired Second Mate, James Patey, had the



misfortune to get a leg caught in a coil of the anchor cable and when the cable was taken up, the leg was fearfully mangled. Mate Patey died shortly thereafter from loss of blood.

There was no significant competition to the CITY POINT and DICTATOR from other vessels that touched at Charleston. There were several vessels that competed with them, however, on the Savannah to Palatka portion of the route. Chief among these was the Savannah-based LIZZIE BAKER, which made one trip per week from late 1865 until she was wrecked on the St. Johns River bar in December of 1875. The LIZZIE BAKER was a respectable two-stacked eastern-type steamboat equipped with a vertical-beam engine.

In May, 1872, the DICTATOR was given an inspection at Charleston and followed this up by an excursion on May 25, 1872 to St. Augustine when she had the misfortune to run aground. The excursionists first became bored and then rather impatient by the time the DICTATOR was freed.

As January, 1873 came on, services were provided on the route by the DICTATOR under Captain Coxetter and the CITY POINT under Captain James W. Fitzgerald, who was later to have a distinguished career with the Plant Line and other steamboat ventures in Florida.

In May, 1873, the DICTATOR was announced as going off her route soon and steaming north for repairs. During May, tragedy was experienced on the DICTATOR when a deckhand aboard the steamboat fell over the side, was struck by one of the paddle-wheels, and subsequently drowned.

For the 1873-1874 winter season, the DICTATOR and CITY POINT both ran to Florida. Coxetter, however, was no longer on the DICTATOR, having departed this life in Charleston during the summer. A protege of his, Captain Leopold (Leo) Vogel, took his place. Captain Vogel was a peer in this field and would go on to command some of the largest and finest vessels ever to grace the St. Johns. Captain Fitzgerald was still master of the CITY POINT.

Schedules in 1873-1874 saw the two vessels each making a round trip a week, arriving at Jacksonville on Mondays and Thursdays. Palatka was still their up-river terminal.

A trip on one of the vessels was enhanced in March, 1874 by the presence of a military band which was returning to St.

FOR FLORIDA.

The Safest, Cheapest, and only Comfortable Route to Florida.



THE FIRST-CLASS NEW YORK BUILT STEAMERS

DICTATOR, Capt. Coxetter,
CITY POINT, Capt. McMillen,

Having been completely refurnished and refitted,

CONNECT AT CHARLESTON AND SAVANNAH

With Railroad and Steamers for

Fernandina, Jacksonville, St. Augustine, Hibernia, Magnolia,
Green Cove Springs, and Palatka,

INCLUDING

All Landings on the St. John's River,

Connecting at PILATKA with Steamers for ENTERPRISE, SANFORD,
and INDIAN RIVER, as also with Steamers for the
OCELOFAWA RIVER.

*A first-class table and clean, comfortable State-Rooms provided.
No extra charge for Meals and State-Rooms. All
Railroad Tickets good by this Line.*

For Freight or Passage, apply to

AGENTS IN NEW YORK of the various
Charleston and Savannah Steamship Lines:

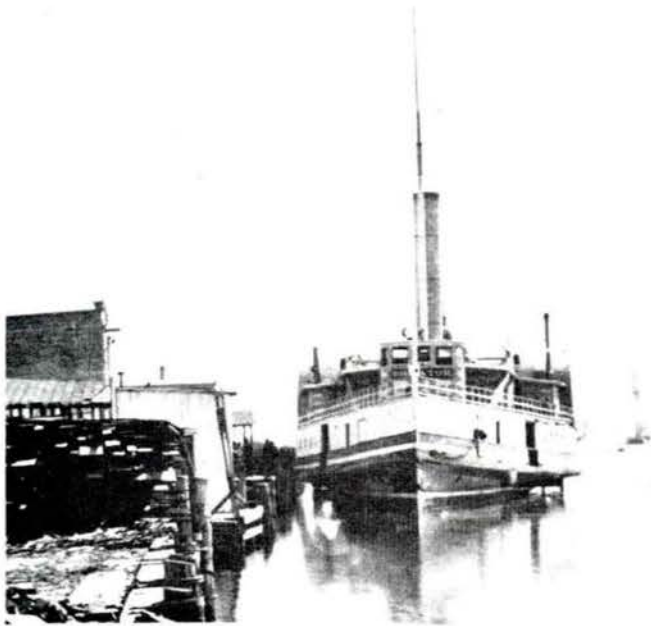
Or, to

RAVENEL & CO., Agents,
CORNER OF VANDERBILT'S WHARF AND EAST BAY,
Charleston, South Carolina.

Augustine and which would take passage on the Charleston-based craft for a two-week stay in the Ancient City. The musicians would "afford the passengers an opportunity to enjoy an unusually pleasant trip as the band will enliven with some of their best music."

Racing was indulged in by many St. Johns-area steamboats including the DICTATOR. In mid-March, 1874, the DICTATOR and the Brock Line's FLORENCE left the Tocoï wharf at about the same time, both bound for Magnolia. The FLORENCE was on the inside and headed for the Magnolia wharf direct, the DICTATOR, however, desired to cross the bow of the FLORENCE and thus beat her to the dock. However, the distance was misjudged and a collision took place. A strong wind blew the smaller FLORENCE against the more formidable DICTATOR. Little damage was done but the FLORENCE lost her chain box and contents as well as a water cask which was washed away by water rushing through the open port gangway.

Both the CITY POINT and DICTATOR were overhauled and refitted in the summer of 1874. The DICTATOR made her reappearance on the route in July of 1874. It was noted that she was newly repainted and elegantly fitted out for her passengers. The DICTATOR's officers now wore "dark



blue uniforms much like the officers on the Long Island Sound steamers." A small brass cannon had been added and was used to mark arrivals and departures by its firing.

In early December, 1874, the DICTATOR ran aground in the St. Johns River due to fog and her passengers were taken off by the local SILVER SPRINGS. She finally got refloated and proceeded on upriver to Palatka. The DICTATOR and CITY POINT each made one round trip per week on the route. Leaving Palatka, for example, they would touch at landings such as Magnolia, Toco, Hibernia, Green Cove Springs, Jacksonville and Fernandina in Florida and then proceed direct to Savannah and thence directly to Charleston.

A testimonial published in March, 1875, indicated, "we have visited Florida on many occasions and have tested the sea-going qualities of the DICTATOR and CITY POINT . . . and can unhesitatingly recommend them to the traveling public. The traveler who patronizes one of these boats will find large and pleasantly furnished forward and after cabins, large state-rooms, good beds, clean linen, an excellent table, and last though not least, efficient, courteous and attentive officers and servants."

*Preceding page - Advertisement of early 1870s for DICTATOR and CITY POINT.
Above - Front view of DICTATOR at Jacksonville wharf. 1870s.*

In June, 1875, the CITY POINT was advertised as being for sale but this was not consummated. During the summers, she ran to the "fishing banks" off New York harbor and was on local excursions.

A visitor to Florida on the DICTATOR in the late winter of 1875 recalled, "at noon we passed down the river (from Savannah) to the sea . . . at 2 p.m. we were 'all at sea' and from this hour until next morning the voyage was quiet and uneventful. The sea was quite smooth . . . the steamer's route being some 15 to 20 miles from the coast . . . at midnight we arrived at Fernandina where the captain preferred to remain for two or three hours for the high tide to pass us over the bar . . . in the morning we saw the sunrise and its reflection on the almost unruffled sea was very beautiful. At the mouth of the river, we saw large numbers of dolphins, and along the banks splendid specimens of oak, palmetto and magnolia. The river scenery was not only beautiful, but to those of us who viewed it for the first time, had the charm of novelty . . . we made landings at Mayville (Mayport), Yellow Bluff and one or two other small places inhabited principally by fishermen: and arrived at Jacksonville at 10 a.m."

As the winter season closed out, it was customary for many of the vessels to resort to local excursions to extend their earnings and to give the residents a chance for some steamboating. The CITY POINT made a May, 1875 excursion to St. Augustine for only a \$1.00 charge.

After the usual summer doldrums, traffic returned to its seasonal heights when the fall of 1875 arrived. The CITY POINT resumed her winter trip schedule in November under Captain James Fitzgerald. Her cabin and dining room had been furnished with brilliant new carpets as had also the staterooms. "Everybody on the river should feel a pride in these steamers and a willingness to sustain them."

After the demise of the Savannah-based LIZZIE BAKER in December of 1875, when she was wrecked on the St. Johns bar as a \$40,000 loss, the GENERAL SEDGWICK took her place supplemented by the GEORGE T. OLYPHANT. This meant that two vessels would be competition instead of one but this did not seem to hurt the Charleston steamers' business.

The DICTATOR became somewhat of a hero

in April, 1876 when, while on a passage from Charleston to Florida, she found the Dutch sailing bark, FRITZ, in a sinking condition. The DICTATOR towed her into Brunswick, Georgia, and put an officer and six crewmen aboard the FRITZ in an effort to try and keep her afloat. The vessel had leaked badly and the FRITZ's crew were exhausted from manning the pumps. The FRITZ was successful in reaching port by virtue of the DICTATOR's personnel. The DICTATOR was later to press a salvage claim for partial value of the vessel and some of its cargo of 2,100 bales of cotton.

The CITY POINT was scheduled to be repaired in New York during the off season and after these repairs, would be employed there. In mid-May, the DICTATOR realized some \$5,525 as her claim on the FRITZ and her contents, when the latter was sold at auction.

In early June, the DICTATOR came out of drydock in Savannah where she had gone to have her bottom copper replaced and for a partial repainting. Despite the summer dog days, on one of her early June arrivals, the DICTATOR carried the largest freight she had ever carried on a trip from Savannah in addition to a small passenger load of some 40 persons.

Before the 1876-1877 winter season, the Savannah-Florida steamboats that had succeeded the unfortunate LIZZIE BAKER, the GENERAL SEDGWICK and the GEORGE T. OLYPHANT were taken off and replaced by the Jacob Brock-built DAVID CLARK of Jacksonville and the imported CITY OF BRIDGETON, more formidable vessels insofar as duration was concerned. No new competitors loomed on the Charleston-Savannah route, however.

The DICTATOR, under Leo Vogel, and the CITY POINT, under a new master, R. F. Scott, each made one round trip per week. Connections with railroads were now made at Fernandina, Jacksonville and Tocol. At Palatka, connections were made for the upper St. Johns River steamers and with Ocklawaha River steamboats. Jeffrys Brothers and Son were the Jacksonville agents and Richard J. Adams, a former steamboat captain, was the Palatka agent.

The DICTATOR on an early March, 1877 trip to Charleston, took the Fifth Artillery Band aboard at Tocol. The musicians had been at St. Augustine for several weeks and were to stop off at Savannah

while en route to their more permanent billets at Charleston.

As the winter season came to an end, the CITY POINT withdrew for the summer and left the DICTATOR to make the weekly round trip. The latter left Charleston on Tuesday evenings and arrived at Jacksonville on Thursdays. The return trip saw her getting back to Charleston on Saturdays.

The CITY POINT had quite an experience on her northern sojourn. On June 26, 1877, while in New York's North River at about 5 p.m. on a return trip from the "fishing banks", she was passing the Stonington Line pier at the foot of Jay Street. The NARRAGANSETT came out of the slip on her way to the East River and struck the CITY POINT about midship.

The CITY POINT temporarily heeled over at a 45 degree angle, her pilot house and part of her engine being submerged for a brief period. A panic ensued among her 150 passengers. Fortunately, the wind and the tide shoved her against the pier of the Old Dominion Line and all were rescued, scared but unhurt.

The CITY POINT was then towed up the East River to North Sixth Street, Williamsburgh, where she was moored. Her starboard paddlebox was completely wrecked, the guards and paddlewheels were not visible and all the nearby woodwork was wrenched and twisted. Repairs took about ten days, the cost was about \$6,000. The master of the NARRAGANSETT was found to be at fault.

For the winter season of 1877-1878, the CITY POINT and the DICTATOR continued on their route much as before. This was to be their last good winter season together, however, as new building was in the offing for the trade. The chief competition was on the Savannah to St. Johns part of the route where the Georgia and Florida Inland Steamboat Company ran the CITY OF BRIDGETON and the DAVID CLARK as before. These vessels left the Lawrence wharf in Savannah every Wednesday and Saturday for Florida.

The DICTATOR and CITY POINT were showing their age and were not cheap to operate. A new vessel was being built by Charles Leary to take their place. This was the ST. JOHNS, #115633, which was built by Harlan and Hollingsworth at Wilmington, Delaware and launched on August 27, 1878. An iron-hulled, two-masted magnificent sidewheeler, she was to

take the place of the two vessels by making two trips per week when needed! Likewise, the ST. JOHNS was 250 feet in length and could make 19-1/2 miles per hour!

The ST. JOHNS started her Florida runs for the winter tourist season of 1878-1879. The DICTATOR stayed on as a spare boat until the end of the 1879-1880 season.

The CITY POINT apparently did not return to the south and continued operating in and around New York until March of 1883 when Leary's Commercial Navigation Company sold her to the Hathaway Steamship Company of Boston, Massachusetts. Initially, she was on a Boston to Plymouth route and then was placed on the Boston to Digby, Nova Scotia route. The CITY POINT was a rather elderly and worn-out sidewheeler for service on these exposed-waters route to be sure.

Her end finally came on the morning of either May 21 or 26, 1883 at about 3:30 a.m., when, under Captain O. Ludlow, she went ashore on Plum Island near Newburyport, Massachusetts while on a trip from Annapolis, Nova Scotia to Boston for the Hathaway Company. She had 41 passengers

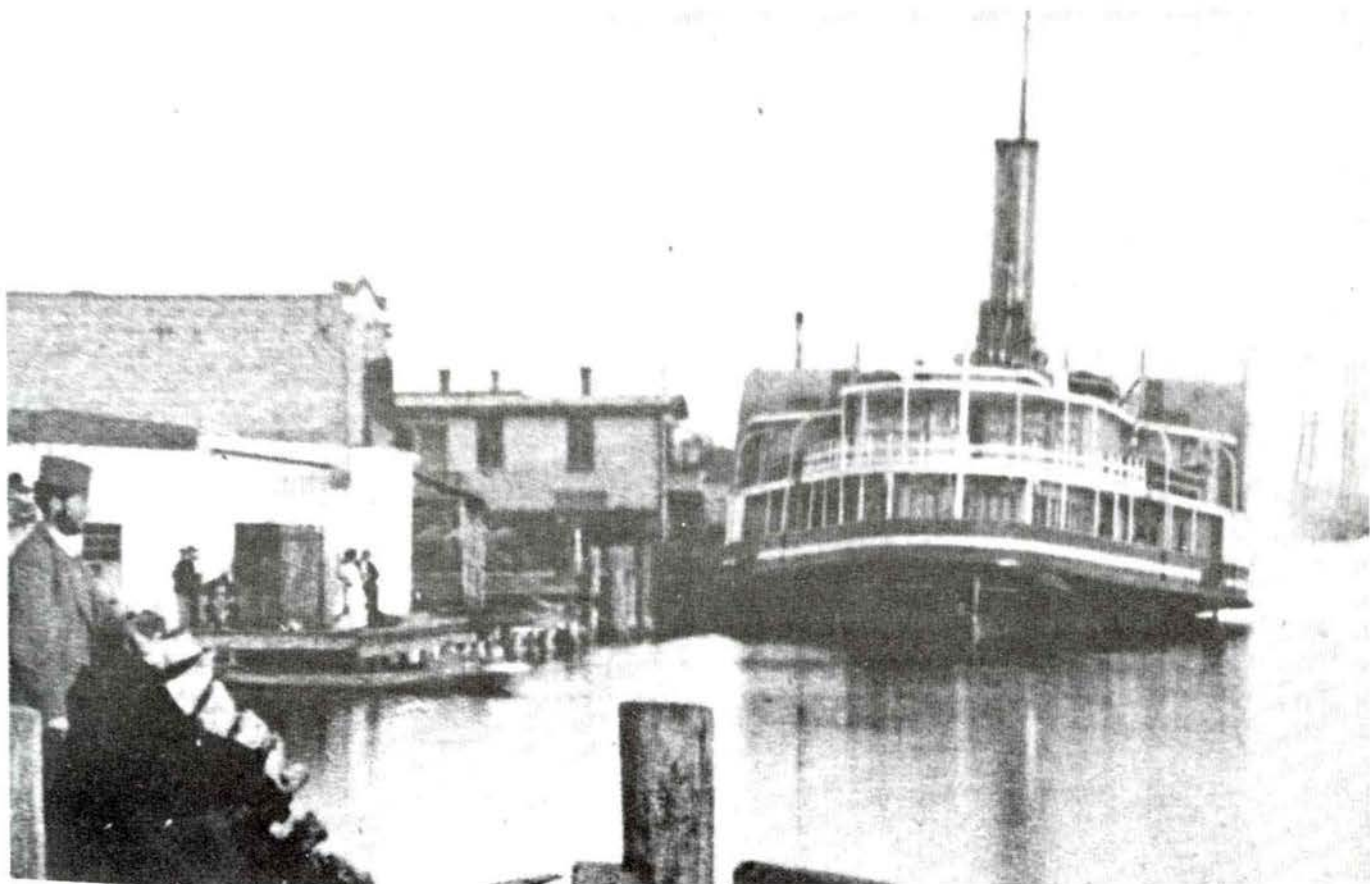
aboard (65 by another source) who were all rescued, as was her crew. She became a total loss of about \$26,500.

Captain Ludlow had lowered the ship's boats and all left the vessel. One boat split, but no one was lost from it. A rescue steamer, the CARLOTTA, arrived on the scene about six and a half hours after the CITY POINT struck but the latter was already breaking up. Only the walking-beam engine machinery marked the spot for several days.

The Nautical Gazette in describing the incident stated: "It is to be devoutly hoped that this old tub will prove a total wreck for it was time that her bones were laid on a sand beach."

After the winter season of 1879-1880 in the south, the DICTATOR was reported as being sold to parties in New York and was to serve as a freighter on the Hudson River. She was to "tote" berries from the farms along the Hudson to the New York market. Later in the same year, she was laid up for an indefinite period.

Below - Stern view of DICTATOR at her wharf in Jacksonville in the 1870s.



FOR
Florida and Charleston.



THE STEAMERS

DICTATOR
AND
CITY POINT

Will leave wharf foot of Gas-House Hill every

WEDNESDAY AFTERNOON at 3 o'clock

FOR

Fernandina, Jacksonville, and Palatka,

AND FOR

CHARLESTON

Every SATURDAY MORNING at 8 o'clock.

W. CUMMING & CO.,

AGENTS.

Above - Savannah directory advertisement for DICTATOR and CITY POINT. Below - Side view of DICTATOR, note small walking beam engine sidewheeler between her and the wharf.

By December, 1883, she was again sold, this time to James McKay, a member of the pioneer Tampa, Florida steamboating family.

Captain McKay ran the DICTATOR between Tampa and Cedar Keys as a connection between the railroad from Fernandina terminating at Cedar Keys and the up-and-coming city of Tampa. The Plant railroad system was to choose Tampa as its terminus from Jacksonville but the earlier railroad had its terminus at Cedar Keys and the DICTATOR served to bridge the short water gap.

Captain McKay ran his DICTATOR as a consort to the ALABAMA for the winter season of 1883-1884. The ELIZA HANCOX had also come over from the St. Johns as sort of a "spoil sport" and had tried to "revolutionize steamboating" as Samuel Ward Stanton so quaintly put it, but could not. The ELIZA HANCOX was a good inland waters steamboat but much of the Tampa-Cedar Keys run was in outside, less-sheltered Gulf of Mexico waters and she could not cope in a daylight service between the two places.

After the winter season was over, the DICTATOR was either laid up for the summer in the Manatee River or she was engaged briefly in the cattle trade with Cuba and a mail route between Tampa and Key West.

In late December, 1884, the DICTATOR came back to Tampa from the Manatee River, ready to start the winter season. In Tampa Bay, she grounded near a bend in the channel near Morrison's wharf in the Hillsborough River, and on the 26th day of



December, at night, caught on fire. All efforts to save her were in vain and in an hour's time, she had burned down to the water line. Only her machinery and hull section below the water line remained after the flames had died out. The origin of the fire was probably the donkey engine as steam was non-existent in the main engine. An engineer on board, Alex Harrison, barely escaped with his life.

At the time of the fire, the DICTATOR was valued at \$42,000. Her owners were Judge Z. King of Manatee County, Dr. H. T. Lykes of Brooksville, Florida and McKay, of course. Each had a one-third interest. One of the Learys had a claim of \$13,500 against her. Insurance was of a small amount. Dr. Lykes, of course, is famed as being one of the Lykes family that went on to form the now famous steamship company that bears the family name.

ST. JOHNS

Fairest by far of all the coastwise steamboats to visit Florida in bygone days was the long-lived ST. JOHNS of 1878. She is still in existence, over one hundred years later, albeit as only a hull buried in a waterfront landfill in bulkheaded land adjacent to Norfolk harbor.

A majestic paddlewheeled beauty in her prime, the ST. JOHNS, #115633, was a pro-

duct of the Wilmington, Delaware firm of Harlan and Hollingsworth and was their hull number 169. Launched on August 27, 1878, she was hurriedly finished so she could take her place in the winter tourist business from Charleston to Palatka on the St. Johns river in Florida.

She was an iron-hulled vessel with two masts. Her dimensions indicated that she





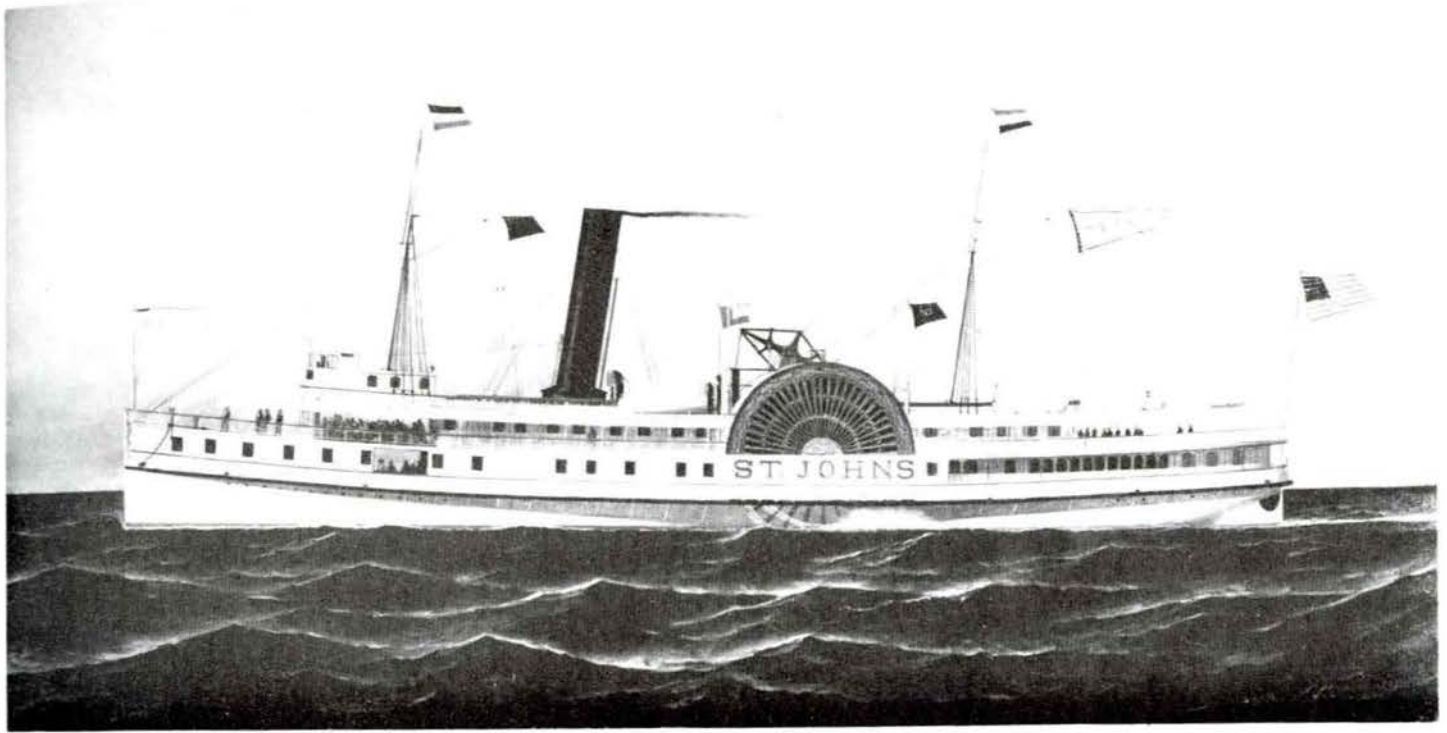
was 250 by 38 by 12.5 in her major official ones. Overall, she was 260 feet long and was 64 feet wide through her paddlebox area. She was powered with a vertical-beam engine that had a 66-inch diameter cylinder and a piston stroke of some 12 feet. She was equipped with three boilers initially, each 22-1/2 feet long and 125 inches in diameter. These generated enough steam to power the engine in a manner to drive her 33-1/2 foot (diameter) sidewheels at a speed of 19 miles per hour and produced some 1,500 horsepower. Originally, she was of 1,098 gross tons and 677 net tons.

Her initial owner was the Commercial Navigation Company of Charleston, South Carolina, of which Charles Leary was the President.

The ST. JOHNS was an attempt to use one superior vessel where two not-so-superior vessels had been used before. Her prede-

cessors, the CITY POINT and DICTATOR, were well over a decade old and had seen considerable rough service. The ST. JOHNS had to make two round trips per week between Charleston and Palatka whereas most other vessels were content to make just one such trip. She had to run very fast and be virtually trouble free to perform the service on that basis and had to have good people to perform fast turn-around service at Palatka and Charleston. Accordingly, for her first season, that of 1878-1879, two round trips per week were scheduled. Interestingly enough, the two vessels she was to replace, the CITY POINT and DICTATOR, continued to be maintained in the area just in case.

Preceding page - Brochure rendering of ST. JOHNS. Above - ST. JOHNS underway, awnings spread, probably in northern waters, note ornamented jackstaff at bow.



After her first winter season, she was then chartered to New York parties during the summer. She was allowed to carry some 1,150 passengers that summer while on a commuting run from New York to New Jersey.

She was to spend several more winter seasons in the south on the Charleston to St. Johns River circuit and was to spend her summers in carrying commuters from Long Branch and Sandy Hook, New Jersey to New York City. As the years went on, however, she would find herself relegated to being the spare boat on this particular route.

The ST. JOHNS probably went on the Sandy Hook run initially as a temporary replacement for the JESSIE HOYT when she was being rebuilt and reboilered. The ST. JOHNS proved to be so popular that she was invited back for many other summers.

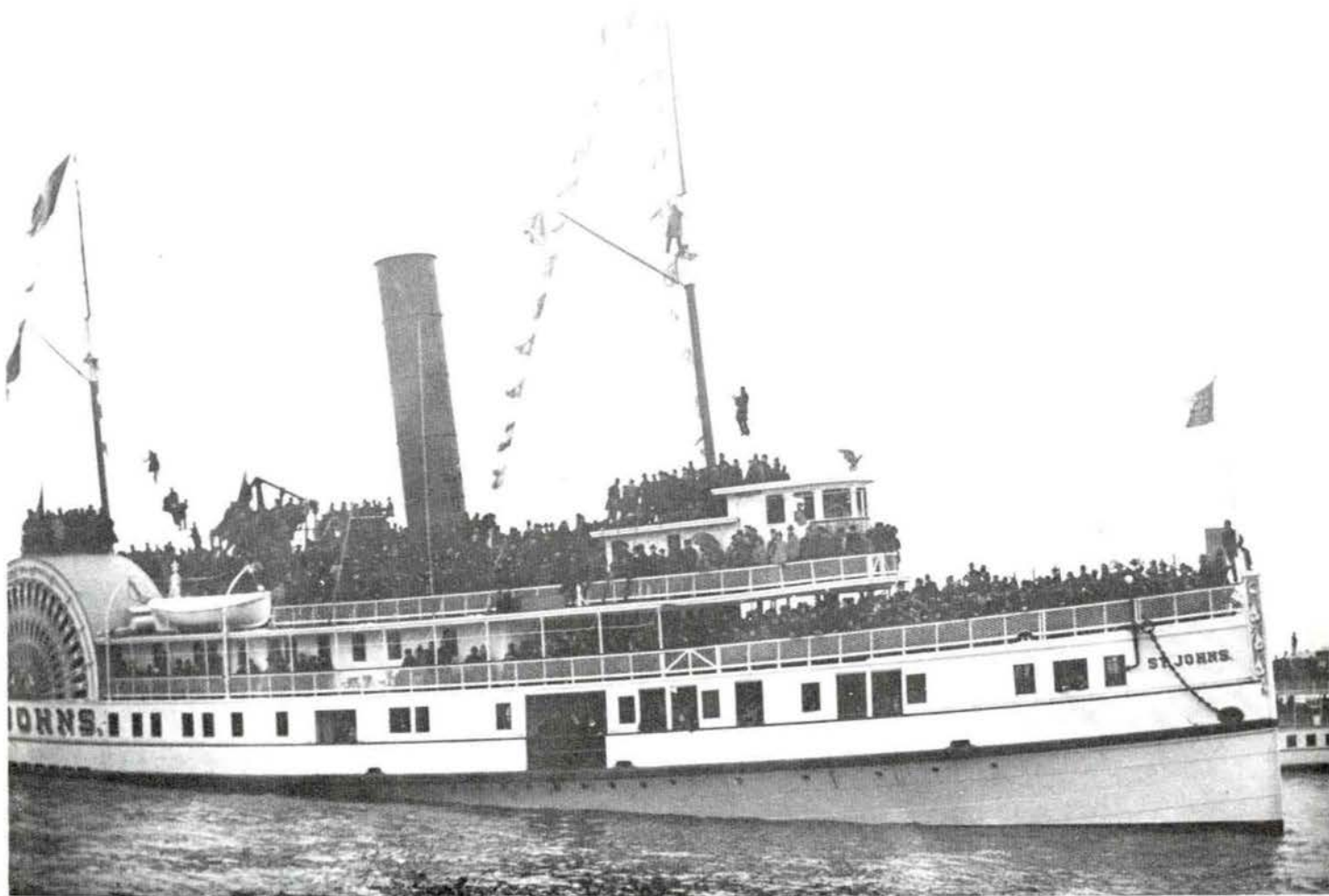
In 1881, the ST. JOHNS was seen at the Yorktown, Virginia celebration that was the Centennial remembrance of the famed Revolutionary War battle. Her companions at this time were the COLUMBIA, CITY OF CATSKILL, JOHN SYLVESTER, ELIZA HANCOX, CITY OF RICHMOND, MAGENTA and ORDANCE.

Above - Antonio Jacobsen painting of ST. JOHNS. Next page - A crowded ST. JOHNS on an excursion.

In August of 1881, the ST. JOHNS was chartered to the New York and Hartford Line to fill in for their STATE OF NEW YORK, which had experienced snagging and a subsequent partial sinking and beaching (which cost some \$40,000 to correct).

As the ST. JOHNS finished her winter of 1881-1882 season in Florida, the Jacksonville Times Union of April 29 editorially praised her and complimented this very singular and unique vessel.

"Her Last Trip - The magnificent steamer ST. JOHNS has made her last trip this season to this city, and it may be the last time she will ever be seen in our waters, and it will be many years before we will again see her equal here. There has probably been no boat in America that has accomplished more than the ST. JOHNS since she made her first trip here. The gigantic fact of two round trips per week from Charleston to Palatka, calling in at Savannah and Fernandina both ways, making eight landings on the St. Johns River every trip, and loading seventy-five cords of wood each trip, besides her freight each way, which has always been large, is a wonder in steamboating when we know that the distance made by her to accomplish this is fourteen hundred miles per week. The New York Herald, in speaking of this splendid steamer, when she was fitting up in that city, before she came South, said



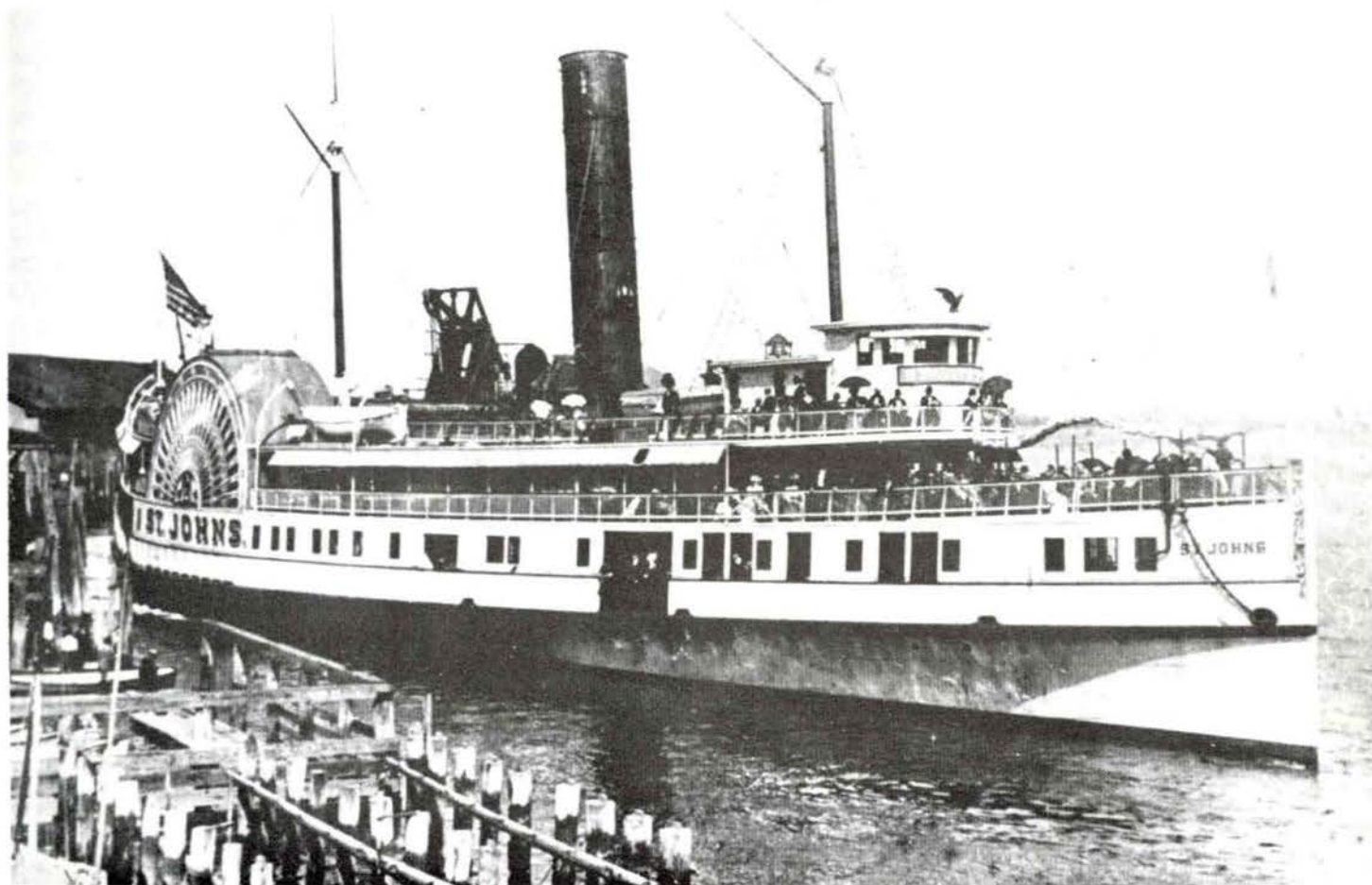
she was the fastest boat that ever tied to a New York pier. Her performance at sea as a sea-going vessel has been grand and has astonished many. She has been the pride of Jacksonville and the St. Johns River, a great favorite with the traveling public, and admired by everyone for her perfect discipline and beauty. We will all miss her very much.

"As to the commander, Captain Leo Vogel, who has been with us for the last sixteen years, who has been praised by everyone, and who is recognized by all as a thorough navigator and a perfect gentleman, the magnificent condition of his ship and the way she has been handled speaks for itself. He served his apprenticeship at sea with such men as Maffitt, Stribling and Roberts (now Hobart Pasha, chief of the Turkish navy), and to whose excellence, as an officer, seaman and navigator all testify. His experience as an officer, both in the navy and merchant service, has been cosmopolitan. We are sorry that he is going to leave us; it is a great pity that

he could not be retained here on one of our fine river steamers. There are very few men in the merchant service with such experience, ability and talent as Captain Vogel, and we again unhesitatingly say that he has won for himself, not only the confidence and admiration of our citizens, but a name that will be remembered for many years to come. May success attend him and his gallant craft wherever they go."

In the same issue, the news of the day reported her departure.

"The Departure - As the ST. JOHNS steamed slowly past the city yesterday morning on her way out, she was loudly and repeatedly saluted by the steamers in port, the mills and the locomotives of the Florida Central and Western and Waycross roads. Almost every dock in the city was lined with persons who had assembled for the purpose of taking a last look at the splendid vessel as she moved from her pier. To say that the departure of this noble steamer from our waters was univer-



sally regretted by all of our citizens does not express the feelings of deep sorrow that prevailed. Captain Vogel, also, will be greatly missed. He is an able seaman, a thorough gentleman, and the manner in which he has handled the ST. JOHNS since she first arrived here, has elicited the admiration of all."

The Learys could not immediately find a buyer for the ST. JOHNS but finally sold her on January 13, 1883. The new owner was the New Jersey Southern Steamboat Company and the price was \$110,000. This company was a subsidiary of the New Jersey Southern Railroad and ran the commuter service to New York.

The ST. JOHNS had some famous and fast company while on her Sandy Hook commuter runs. From 1881 to 1883 it was the JESSIE HOYT. In 1886, the CRYSTAL WAVE and CAPE CHARLES were her consorts as well as the JESSIE HOYT.

In June or July of 1884, the ST. JOHNS ran down the oyster sloop ARIEL off Ribbins Reef but managed to save the crew. In 1886 the ST. JOHNS returned to Wilmington, Delaware and Harlan and Hollingsworth installed a new boiler in her.

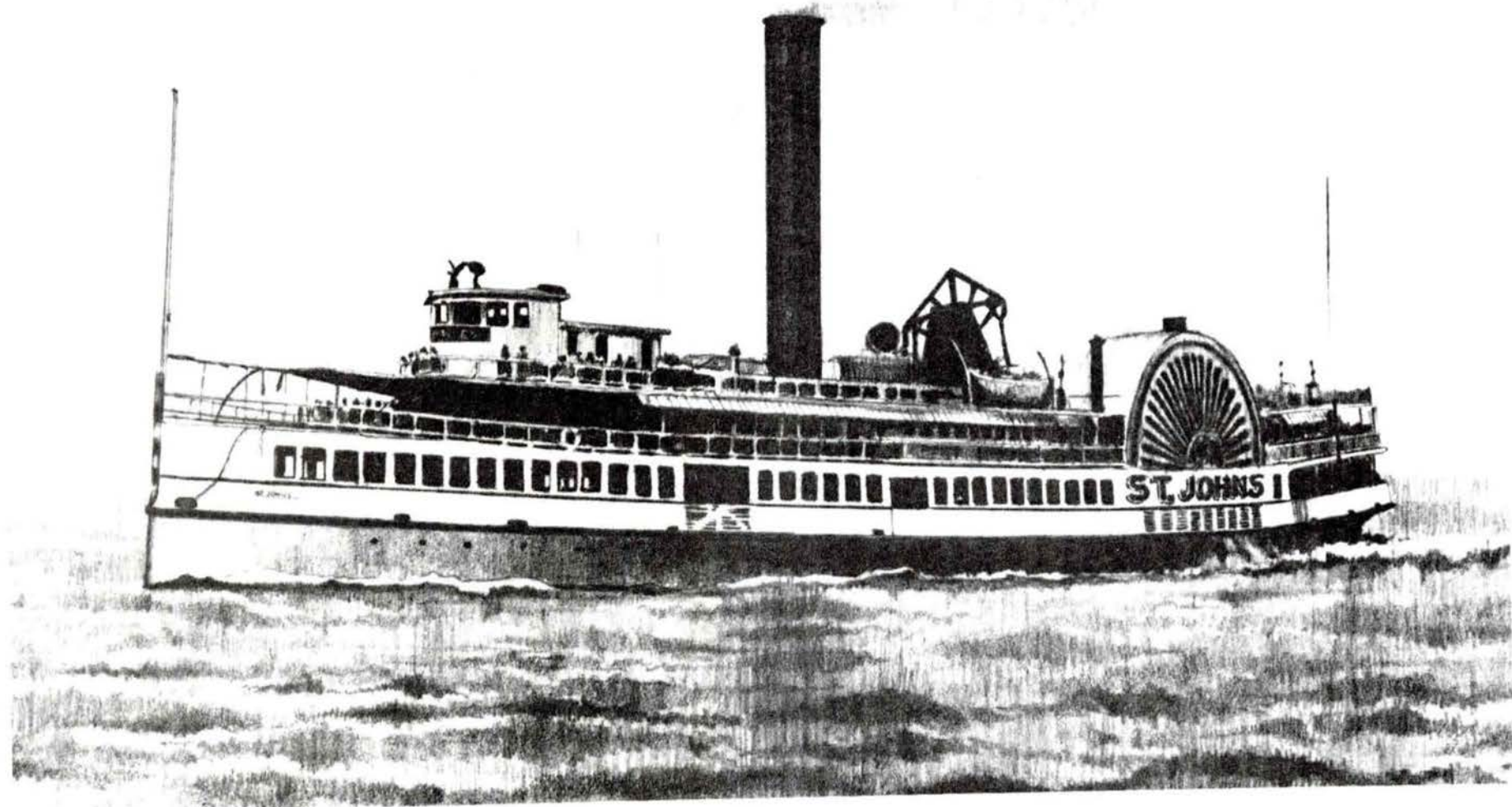
In 1887 or 1888, the MONMOUTH was added to the "Hook" route and in 1889 the famed SANDY HOOK arrived.

Through the late 1880's, on summer days the ST. JOHNS often carried over 1,000 excursionists to places such as Yonkers, West Point and Newburgh on the Hudson River for "Kastendick's Sunday Excursions." Tickets were only 50 cents.

In September, 1890, she ran for a few weeks on charter to a Hartford party. As the 1890's drew on, she appeared to be the spare boat on the Sandy Hook run and was placed on excursion services on the weekends.

In 1896 the ST. JOHNS, SANDY HOOK and

Above - Departing from wharf, note furled awnings over foredeck. Next page, ST. JOHNS with masts removed, shown on Chesapeake service. Original John Fryant rendering.



MONMOUTH were on the commuting route between Atlantic Highlands, New Jersey and New York. Sandy Hook had lost its place as a terminal when Atlantic Highlands became the railroad terminal in 1891.

The ST. JOHNS was involved in an unfortunate happening in 1897. On September 22, she "ran down" the CATSKILL as the latter was passing East 57th Street in New York while on a northbound trip. All but two of the 45 passengers aboard the CATSKILL escaped with their lives. The CATSKILL was raised and rebuilt at Peter Maggee's yard at Athens, New York and renamed the CITY OF HUDSON.

In 1898, the ST. JOHNS ran on September excursions to West Point and Newburgh from Atlantic Highlands - fare was \$1.00.

In 1900, some of her staterooms were removed for the Sandy Hook route, and in 1901, the two masts were taken out giving her the appearance, it was said, of Harlan and Hollingsworth's REPUBLIC.

By 1903, the SANDY HOOK service was the domain of propellers as the three fine twin-stacked propellers, SANDY HOOK, MONMOUTH and ASBURY PARK held forth. The ST. JOHNS, now a venerable 25 years old, was still good enough and fast enough to be a reliable spare boat and was also used for the extra heavy business on holidays

and weekends. As has been noted, she also served in the area's very considerable excursion trade.

In 1904, the ST. JOHNS was in the Dreamland Fleet under charter. In 1905, her Sunday excursions took her to Newburgh and Rockaway under Captain Anning Smith.

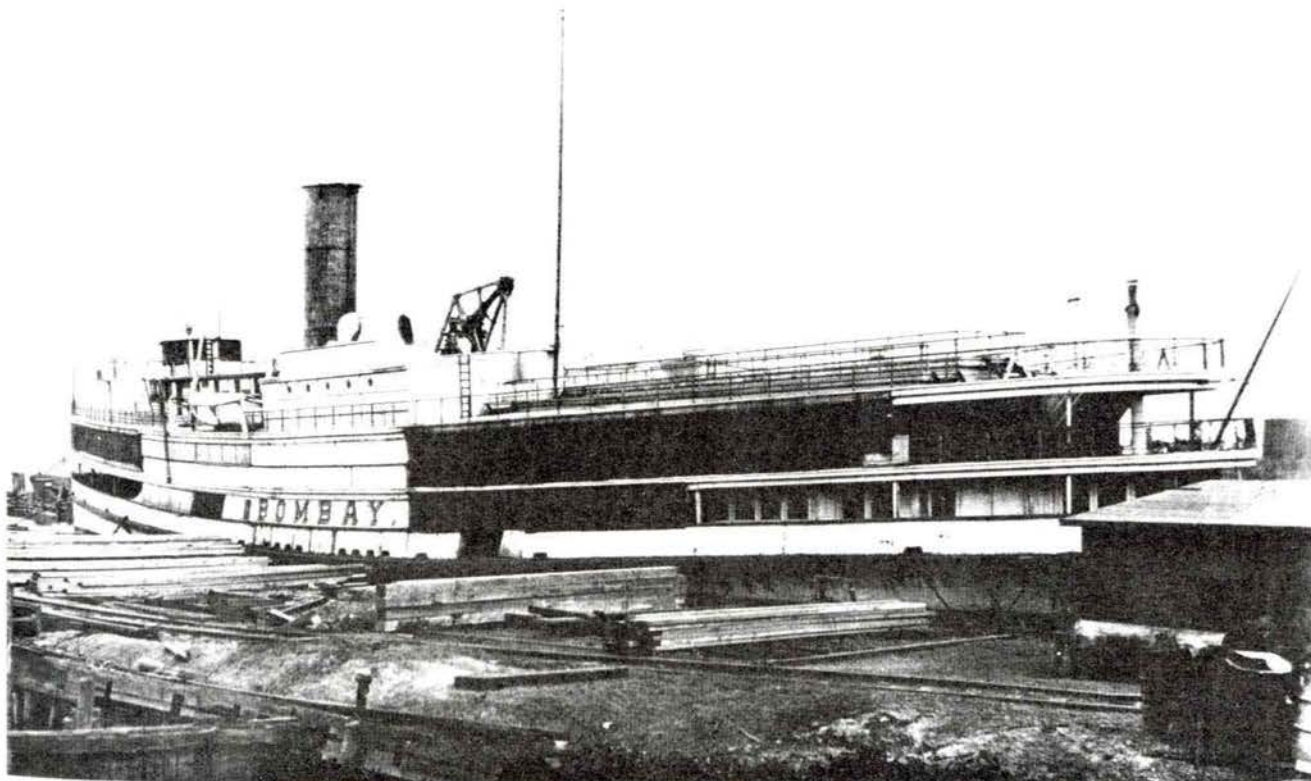
The ST. JOHNS was at one time credited as making the fastest run from New York City to Long Branch, New Jersey, some 19 miles in one hour and five minutes.

The winter of 1905 saw her receiving new bunkers and bulkheads at the North River Iron Works. She also was seen at Fletcher's probably getting her engine overhauled.

Captain Randall, in order to "modernize" his Potomac River excursion fleet acquired the QUEEN ANNE and the ST. JOHNS, and in the spring of 1906, the ST. JOHNS was accordingly placed on a day boat run between Washington D.C. and Colonial Beach, Virginia in company with the new JAMESTOWN.

Captain Randall's Potomac River Line was reorganized in the spring of 1906 into the Washington and Potomac, and was sold in the fall of 1908 and then organized once again as the Potomac and Chesapeake.

In 1907, the ST. JOHNS was purported to be chartered for a route between Norfolk



and Washington for the Jamestown Exposition but the charter did not materialize as she stayed on the route between Washington and Colonial Beach.

The year of 1909 saw much happen to the ST. JOHNS as the Potomac and Chesapeake evidently loaned her for service on the Norfolk and Washington route. In 1909, she was also overhauled extensively and was placed in drydock at the Skinner company to have her bottom cleaned; she was also painted and portions of her hold were extensively examined. In October of 1909, she was at Newport News, Virginia to have 20 or 25 staterooms installed to accommodate 125 people in sleeping quarters. A tri-weekly service was inaugurated in mid-October by the ST. JOHNS, the QUEEN ANNE being utilized as the spare boat. This service lasted at least until 1910.

For the next few years, the movements of the ST. JOHNS are not clear, but in 1915, she did have her three boilers replaced at Newport News Shipbuilding and Drydock Company.

The ST. JOHNS was apparently on the Potomac until June, 1917. That summer, however, she was cited for operating across Long Island Sound on a route not specified on her license. She may have been on charter. Her license was good only for travel on the Chesapeake Bay and its tributaries.

The citation also pointed out that the ST. JOHNS was allowed to carry just 633 passengers (but was carrying more) and could not carry the 633 more than three miles from land.

During World War I, she was in the service of the U. S. Navy as a liberty ship at Bridgeport, Connecticut and also was used to transport ammunition and sailors from the Yorktown Naval site to Hampton Roads. In mid-July, 1919, the ST. JOHNS was used on a daytime run in a short-lived attempt to inaugurate tri-weekly freight service between Baltimore, Newport News and Norfolk for the Baltimore and Southern Navigation Company. Her running mate, MINERVA, ran freight overnight.

The ST. JOHNS was on the Potomac River on the run to Colonial Beach and also on moonlight cruises through 1926. In 1927, she went to Quantico, Virginia daily and to Colonial Beach twice weekly. She was also involved in the perennial moonlight excursions.

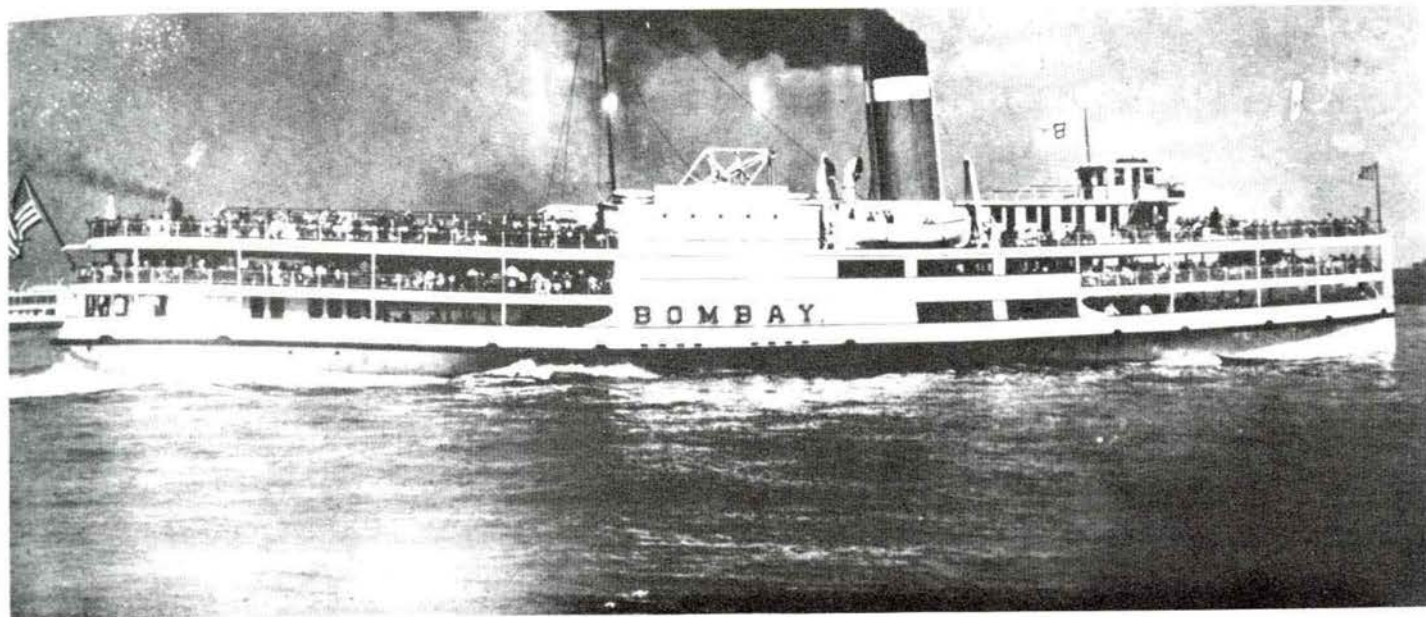
A change of location was next and in 1927 she was sold to Charles Dimon and rebuilt extensively at the Sparrows Point, Maryland works of the Bethlehem Steel Company. She was converted to an oil burner with a bunker capacity of 29,400 gallons, capable of giving her a 2,160 mile cruising range. Virtually an entirely new superstructure was added also, giving her a rather boxy, angular and altogether clumsy appearance, possibly in an attempt to disguise her sidewheels. Her speed was greatly reduced by the conversion to perhaps 13 mph. She was renamed BOMBAY and taken to New York for the excursion trade.

On July 10, she was placed on the Hudson River run to Bear Mountain in tandem with the PASTIME. However, with 450 passengers aboard she was refused a landing at Bear Mountain by the Interstate Park Commission. The next day, she landed some 1,500 passengers at Bear Mountain, reinforced by a court injunction. This was the situation until around July 26 when the McAllisters, her competitor, obtained an injunction that prohibited the BOMBAY from landing at the Battery in New York while on Bear Mountain service. Finally, on September 5, she broke an engine shaft and was towed to Pier A, thus climaxing a first and final disastrous season. She reportedly had the shaft repaired at Fletcher's works in Hoboken, New Jersey and was then laid up for five years at Newburgh, 1928 through 1932, tough depression years for steamboats.

In the spring of 1933, John A. Moreland, manager of the Maryland-Tolchester Beach Improvement Company, went to Newburgh and offered to purchase the BOMBAY for \$25,000 with some \$5,000 down, an offer that was accepted. Her beam had been cracked forward, but repairs were effected by Moreland.

Tolchester Beach was a favorite amusement park of Marylanders located across the bay from Baltimore. The company's EXPRESS of 1888 had become rather non-competitive and a replacement was 10 years older! The Wilson Line had moved into the area in 1931 and consequently, there was a more competitive environment.

The tugs BOXER and BATTLER towed the BOMBAY to Baltimore and they contrived to run her aground in the Chesapeake and Delaware Canal, damaging one of the paddlewheels in doing so. On June 12, 1933,



Page 23 - ST. JOHNS being rebuilt as BOMBAY in 1927. Above - Underway with a full passenger load in New York waters as the "boxy" BOMBAY.

she was renamed c TOLCHESTER, for her new service. See was the second vessel on the run to be named TOLCHESTER. She would usually make two runs each day, one a daytime run and the other a moonlight. On Sundays, there would be two daytime runs and one moonlight.

On June 18, while on her trip between Tolchester Beach to Baltimore, a heavy thud occurred in the main engine room, and it was ascertained that the beam engine's cylinder and head, the air pumps, condenser and sole plate were considerably damaged. The hull was nearly punctured and extensive damage, amounting to some \$25,000, resulted. The veteran EXPRESS was called out of retirement and served out the season. Interestingly enough, the ST. JOHNS sported the EXPRESS's whistle, which in turn had come to the latter from the LOUISE of 1864.

During the next year, 1934, while carrying a heavy passenger load, the TOLCHESTER almost rolled over, and the resulting Coast Guard investigation saw that her licensed capacity was reduced to 1,000 persons. Thus, it remained for the balance of the season. The top-heaviness was due to the reconstruction, but was greatly eliminated by removing much of the metal structure around the wheelhouses and re-

placing some 75 tons of ballast with 125 tons of rock in the bottom of the hull.

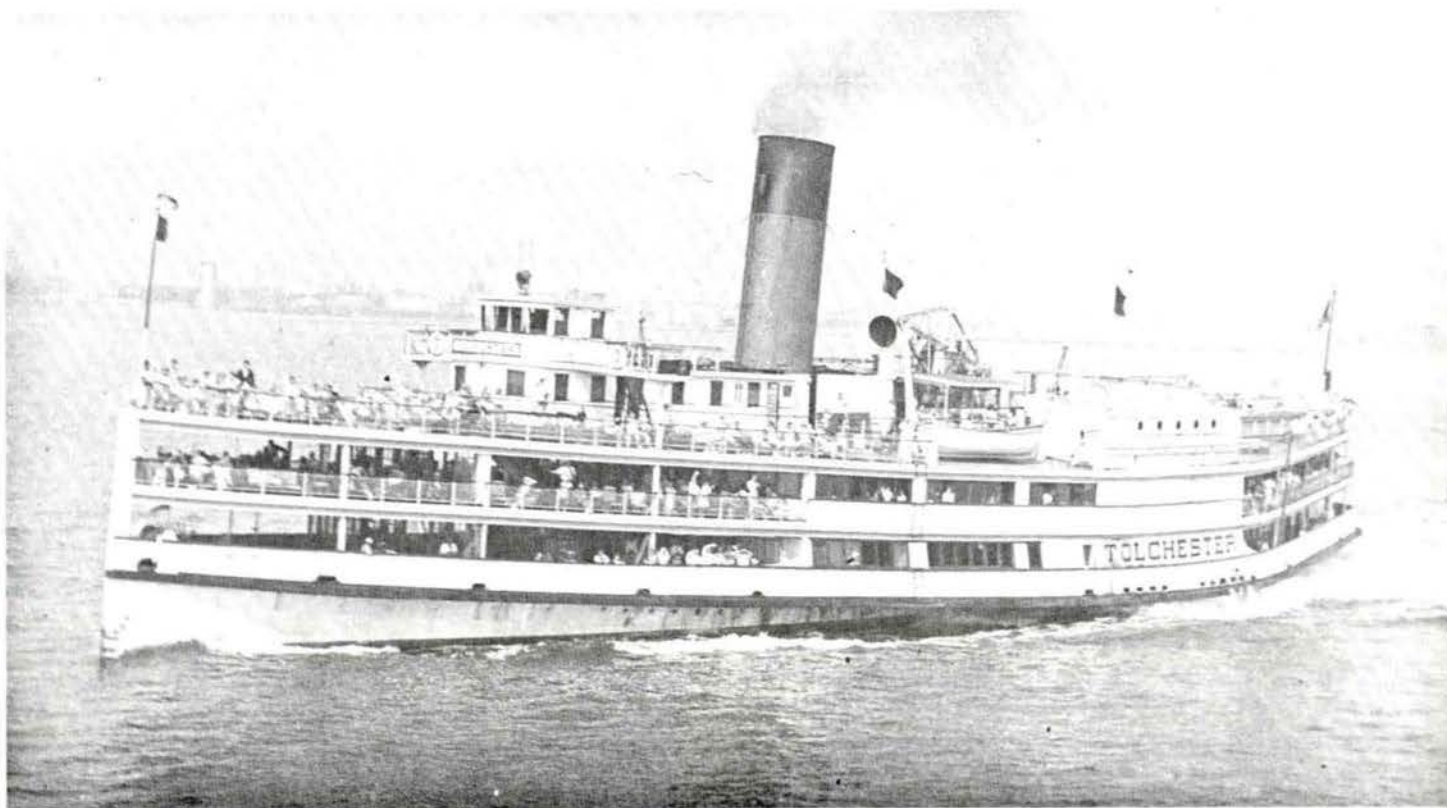
The TOLCHESTER opened the 1935 season by carrying a capacity load of 2,250 passengers to The Solomons, Maryland and the ensuing season was a successful one. The reballasting had permitted a larger legal load of passengers to be carried. However, in 1936, bankruptcy resulted due to the heavy repair bills for the TOLCHESTER (\$35,000), competition and the reduced capacity problems in the prior 1934 season.

The Line was purchased by B. B. Wills in 1937. A marshal's sale brought about by the Maryland Drydocks Corporation resulted in Wills buying the vessel. In June, she was conveyed to Tolchester Lines, Inc., a subsidiary of Wills, who continued to run her.

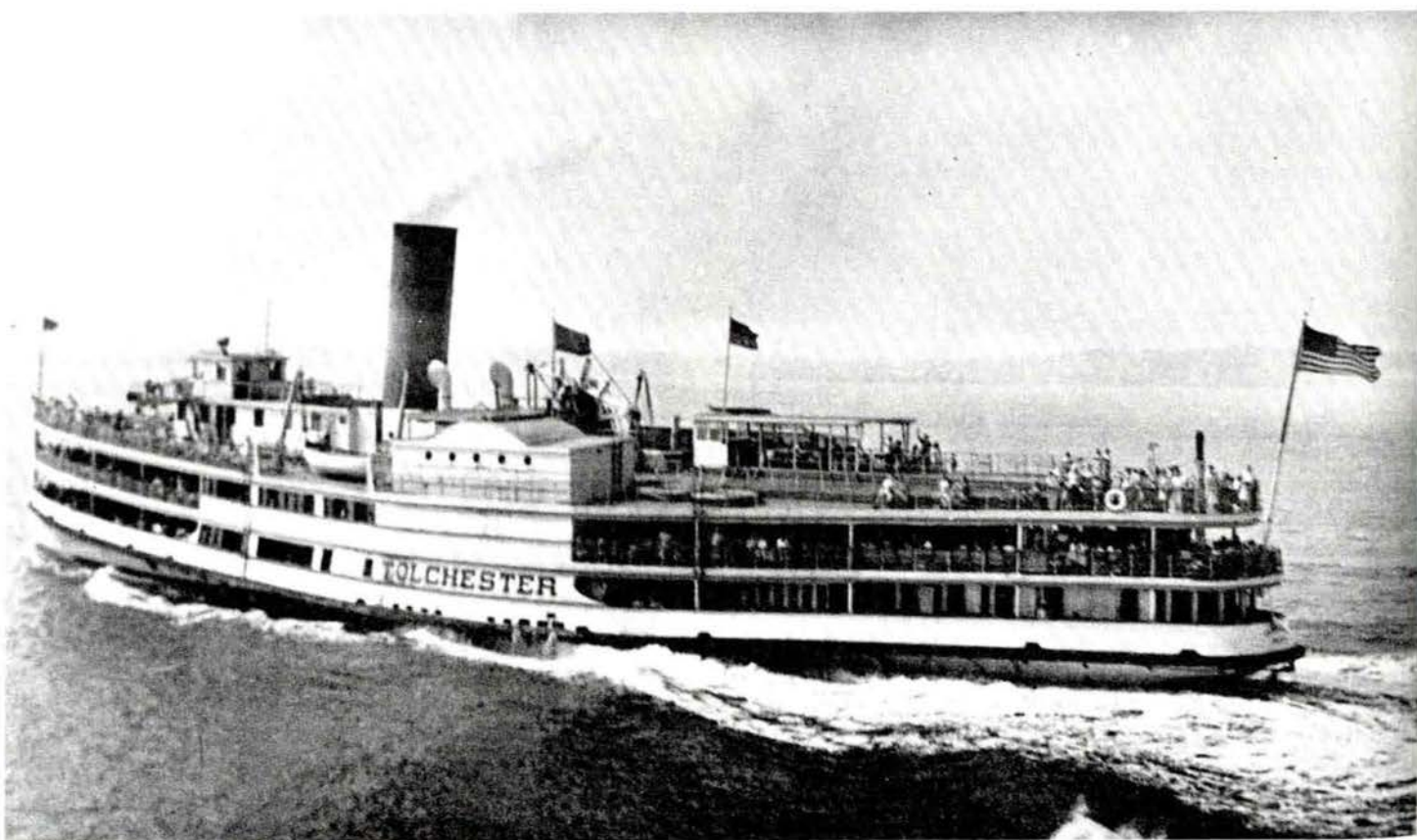
TOLCHESTER, with her spacious decks and easy motion was a great favorite of Baltimoreans, and she enjoyed several summer seasons.

In the spring of 1941, the TOLCHESTER was at her Baltimore home, Pier 16 on Light Street, after a stint in a shipyard. Just after midnight, on May 15, she caught fire. The resulting blaze turned out to be a six-alarm affair and involved 28 pieces of equipment. Flames spread to the wooden pier, then to the steamer SOUTHPORT and also to the piers of the Tolchester and Chesapeake Lines. Two fireboats finally arrived and the fire fighters thus reinforced started to gain on the flames.

Both the SOUTHPORT and TOLCHESTER were



The ST. JOHNS of 1878 which had been rebuilt as BOMBAY in 1927 and in the 1930s as TOLCHESTER, ran on daylight runs from Baltimore to Tolchester Beach. She burned in 1941 and was converted to a barge to carry wood products in the the Chesapeake Bay area.



towed out into the harbor and one of the fireboats concentrated on their fires. The other fireboat concentrated on the pier fires. As the flames were extinguished, it was easy to perceive that the TOLCHESTER was severely damaged, her forward superstructure being completely destroyed. The SOUTHPORT was also damaged and Piers 15 and 16 were destroyed.

The company wanted to rebuild their TOLCHESTER, but shipyard bids for repairs were not forthcoming due to defense orders. At the time of her burning, the TOLCHESTER was the oldest beam-engined passenger steamer in the United States.

About the first of November, 1941, the TOLCHESTER was taken to the Key Highway shipyard of Maryland Steel and Drydock Company where her machinery was taken out and she was then reduced to a bare hull.

The Chesapeake Corporation of West Point, Virginia, acquired her for use as a barge. At that time, she was of 751 gross tons and 742 net, dimensions were 250 by 38 by 12.5. She had a small living quarters structure built aft and having no power, was towed by tug to various parts of Chesapeake Bay to load pine logs for

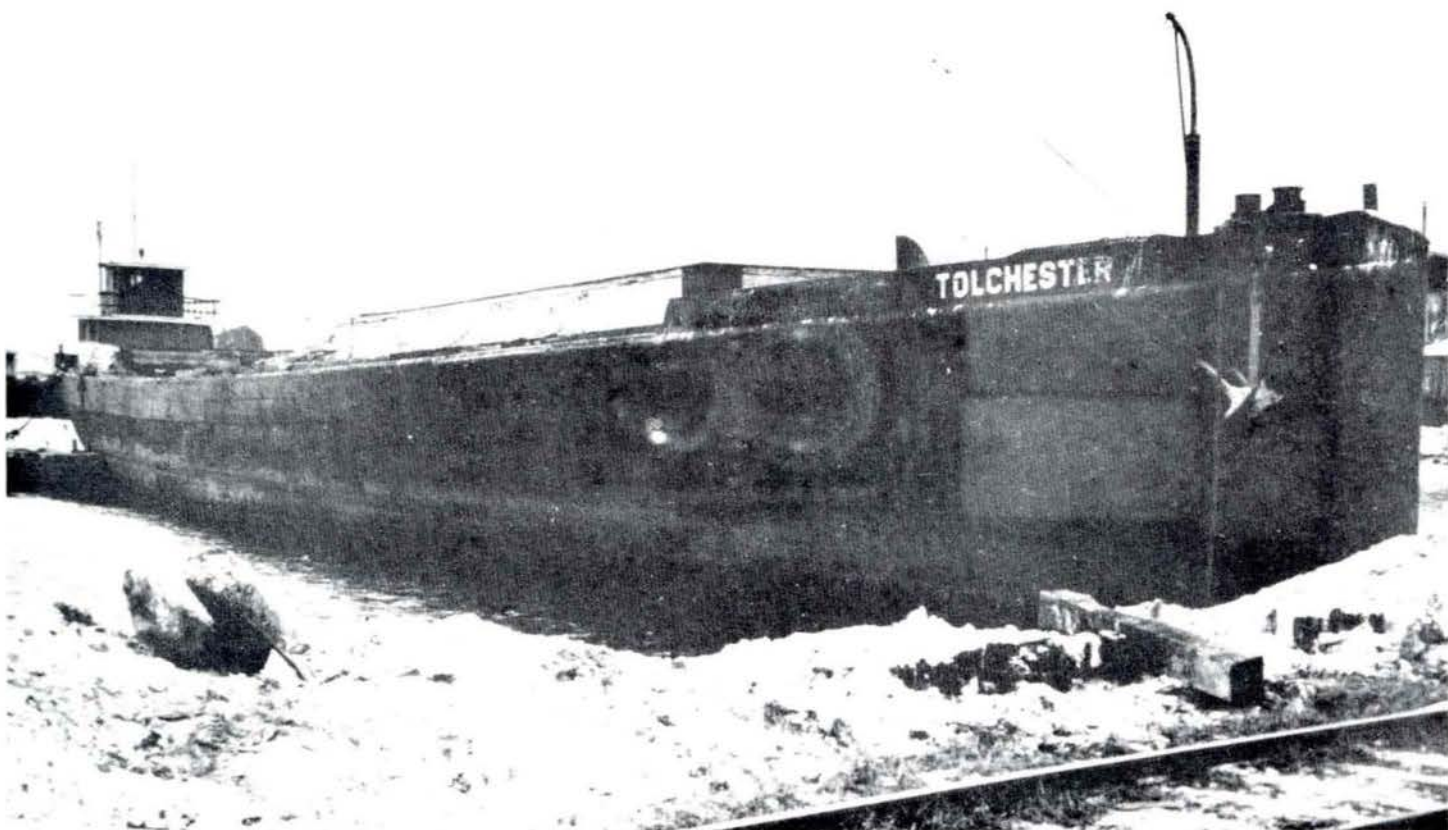
Below - As a barge for the Chesapeake Corporation.

transport to West Point for conversion into pulp for paper. Later on, she carried paper products from West Point to Hampton Roads ports.

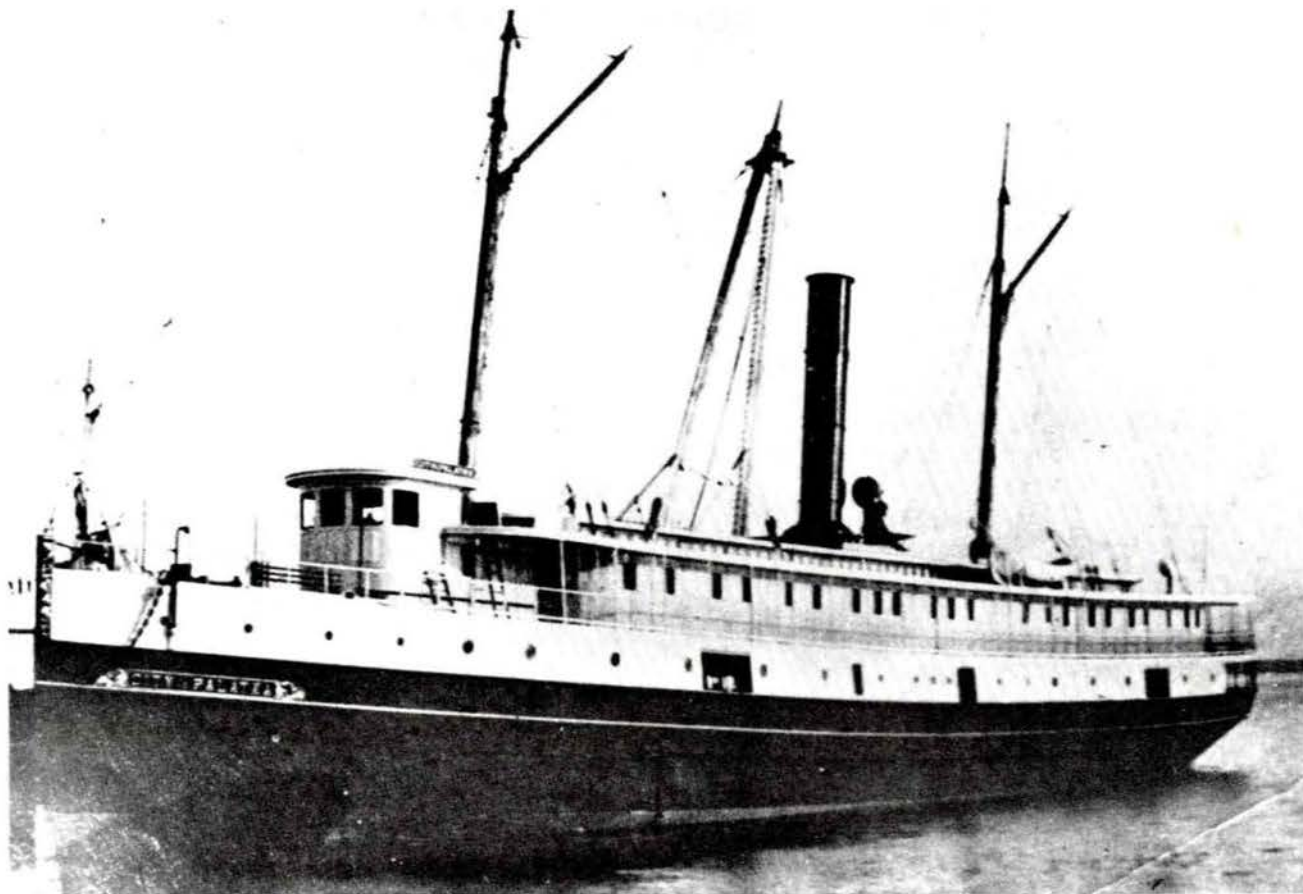
As a barge, she performed this arduous service for the Chesapeake Corporation for over 22 years. In 1964, she was sold to a C. V. Spencer of Bayside who wanted to use her in a salvage attempt on the old battleship TEXAS. Later on, she went to Robbins and Douglas Towing Company and the Saddler Towing Company of Virginia Beach. Evidently, all of these ventures were extremely short-lived. In December, 1964, she was dropped from registration.

Thus, her life afloat came to an end, but her usefulness was not yet over. She was taken to Norfolk harbor and still durable, her iron hull was used for a waterfront bulkhead, the forward part of the bow being cut open and the port side filled in to do so.

Until 1977, passing sightseers taking the harbor tour still had a chance to view the last of the TOLCHESTER, once the ST. JOHNS, the pride of the Charleston, Savannah and Florida Steam Packet Company. After that, she was covered up as part of a harbor landfill.



CITY OF MONTICELLO and CITY OF PALATKA



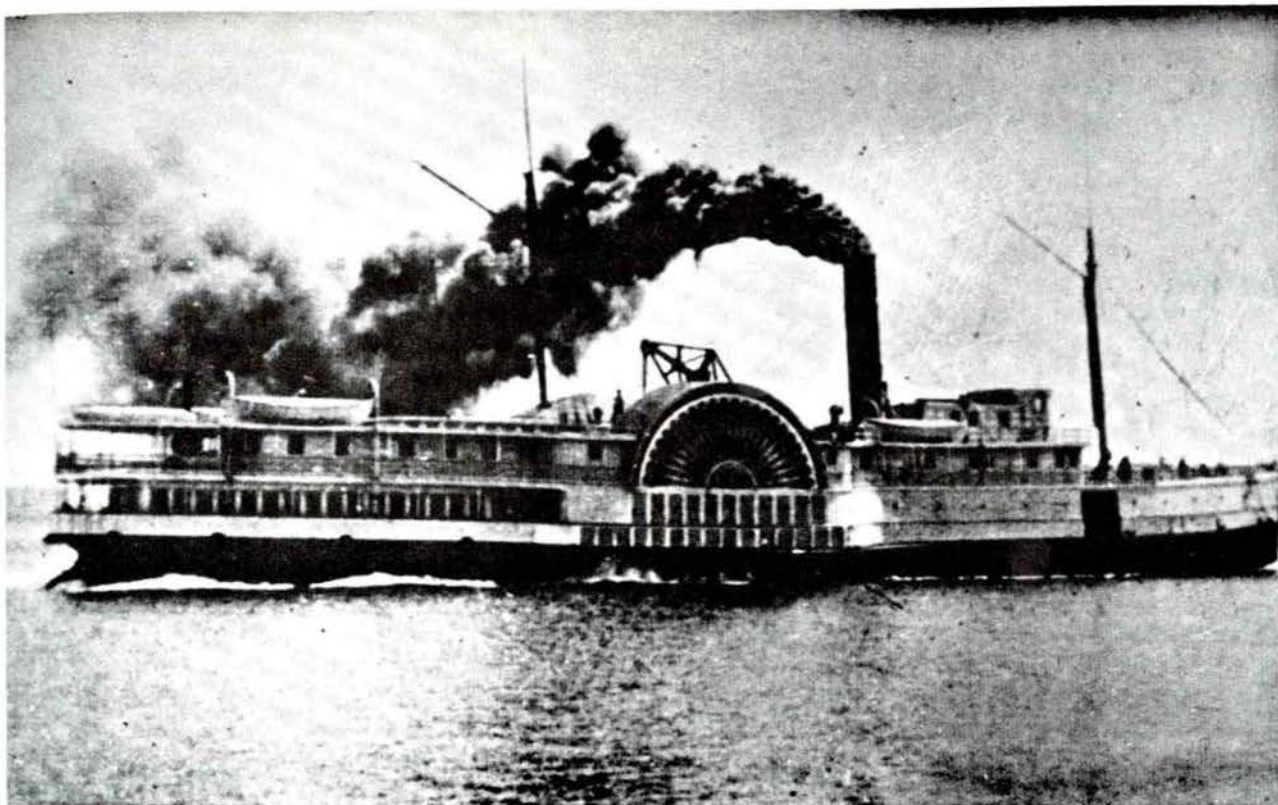
The steamboat run from Charleston to the St. Johns River had been in existence as a major routing to get to and from Florida since a decade before the Civil War. The service required a durable vessel that could breast the Atlantic Ocean for a short period of time and yet one that had a shallow enough draft to get over the entrance to the St. Johns River and make the required difficult turns and stop at the way landings to Palatka, the normal head of navigation for vessels of the size required for the other parameters.

Since the Civil War, the wooden "twin" sidewheelers DICTATOR and CITY POINT had served well for over a dozen years, the iron-hulled ST. JOHNS had maintained a twice-a-week service for several years, and it was now time for another brace of vessels to take their place upon the departure of the ST. JOHNS for other tra-

des. "Bar" conditions at the mouth of the St. Johns had been improved and greater water depths were realized.

In the fall of 1883, the directors of the Florida Steamship Company attended the launching of their new iron-hulled, twin-screw vessel, the CITY OF PALATKA, #126176. Built on the banks of the Delaware River by the John Roach Company of Chester, Pennsylvania, she was launched on Saturday, September 29. George W. Quintard of New York, John Chandler of Boston, and John Roach, directors of the firm, were present.

The CITY OF PALATKA was named after the Florida city that was to be the terminus of her run on the St. Johns River. The CITY OF PALATKA was the first twin-screw vessel of any size to be on the river for any duration of time and also to be engaged in coastwise service. In fact, in



the early 1880's, almost the only kind of vessels seen on the river were sidewheelers, and these were usually constructed of wood. A few sternwheelers were occasionally viewed, but screw vessels were of the smaller variety and usually not used on regular commercial service. The CITY OF PALATKA was the exception.

The CITY OF PALATKA was 200 by 34.3 and had a depth of hold of 11.9 feet. She was of 882 gross tons and 577 net. Her first trip to the south commenced on Wednesday, November 28, when she left Pier 27 on the North River at New York City.

Her initial captain was the celebrated Leo Vogel, a veteran of the Charleston-to-Florida service who came over to the CITY OF PALATKA after a goodly stint of service on the ST. JOHNS. Offering semi-weekly services to the south, the CITY OF PALATKA made a record-shattering run from Charleston to Jacksonville in less than 16 hours (15-1/4 being the actual running time) in February, 1885, during the heavy winter tourist season. In June of 1885, Quintard's Iron Works in New York City overhauled her after a successful winter tourist season, and then she returned to Charleston for the remainder of the summer season.

In the fall of 1884, the Florida Steamship Company's directors were casting

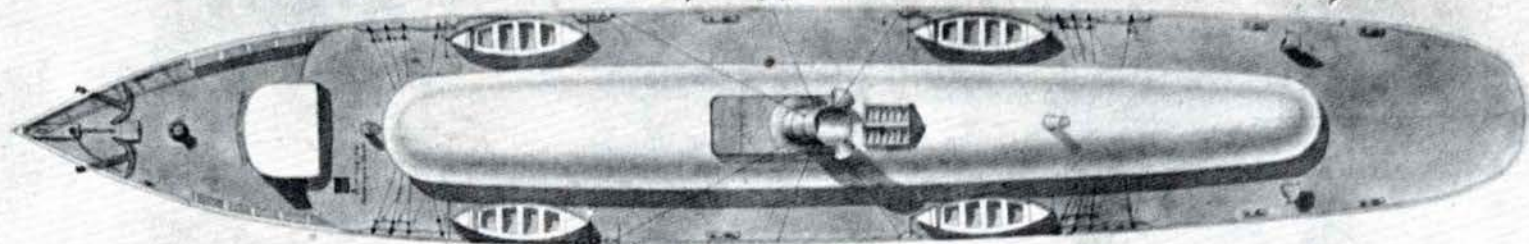
the CITY OF PALATKA. They desired a durable vessel, one that was capable of lasting several years, and yet a steamboat that did not cost too much. They finally settled on the Morgan Line's surplus vessel, CITY OF NORFOLK, #5339.

The CITY OF NORFOLK was an 1866 sidewheeler built by Harlan and Hollingsworth at their Wilmington, Delaware works. She was their hull number 101 and was 224 by 32 and of 9-foot depth of hold. She was of 892 gross and 477 net tons. Her engine, also manufactured by Harlan and Hollingsworth, was a vertical beam with a 50-inch cylinder diameter and a 132-inch stroke.

Harlan and Hollingsworth was listed as her official owner from September, 1866 until March 15, 1869. Then Charles Morgan (of New York) owned her until April, 1878 when she reverted to the Morgan Line until 1884. Morgan, of course, had a fine service to Texas with steamships and had extensive land and commercial interests in railroads and lands in Texas and Louisiana. The first known job of the CITY OF NORFOLK was towing the damaged THOMAS KELSO to Norfolk on December 8, 1866 in company with the JOHN SYLVESTER.

On July 29, 1884, Morgan sold the CITY OF NORFOLK for \$40,000 to George W. Quintard, a New York ship broker. In mid-

Top of Houses.



JOINER PLAN

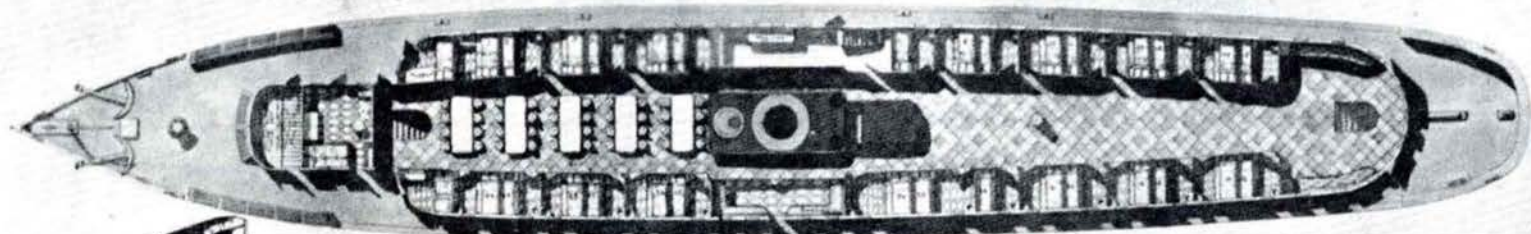
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"CITY OF PALATKA."

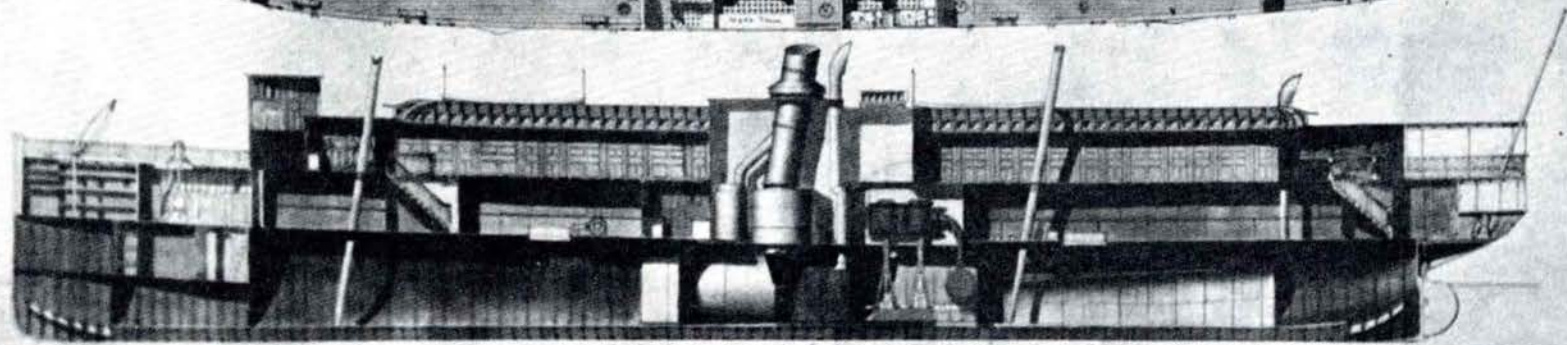
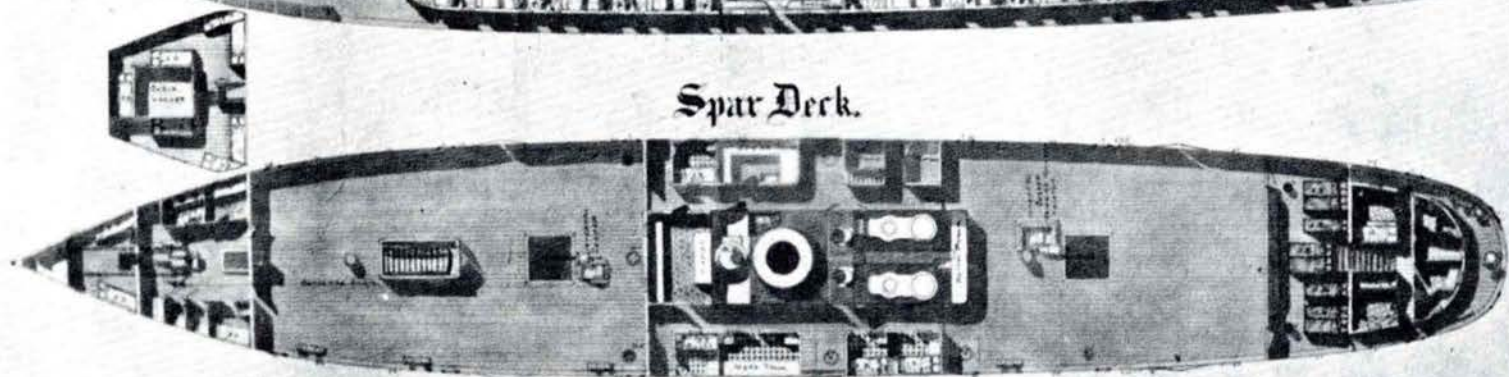
Nov. 19th 1882.

Scale 1/2 inch = 1 foot.

Hurricane Deck.



Spar Deck.



Longitudinal Section.

August of that year, she arrived at New York, and during the next 45 days, she was thoroughly overhauled by Quintard in preparation for a sale. On October 3, 1884, the CITY OF NORFOLK became the property of the Charleston-based Florida Steamship Company.

Around the end of the first week of October, soon after the sale, she sailed for Florida. On December 25, 1884, she was officially renamed the CITY OF MONTICELLO, although that name had been in prior use at least as early as November, 1884.

Her initial captain on the Charleston-to-Florida run was Joseph McKee. J. H. Morgan, formerly of the JOHN SYLVESTER, was the purser and Henry Moore was one of the pilots. He had formerly worked in the same capacity on both the CITY POINT and DICTATOR.

Her first trip to Jacksonville was made direct from New York, touching en route at Charleston. Captain McKee was in command, but Captain Leo Vogel was along for the trip and the return back to Charleston.

According to the Jacksonville Florida Times Union, the CITY OF MONTICELLO had 50 passengers aboard and a very heavy freight. The passage to the south was rough, a strong northeast wind prevailed, which created a heavy sea. The steamer behaved "nicely and after putting into Charleston and Fernandina arrived here on time." Captain Vogel indicated to the inquiring press that he had never experienced rougher weather on the ocean than that of the prior Saturday night and never "saw a vessel behave better or handle easier than the CITY OF NORFOLK did during the entire night."

The Times Union described the CITY OF MONTICELLO as, "while (not new) she is in splendid condition, her hull being of heaviest iron. She was built at Wilmington, Delaware and is of 892 tons burden. She is 234 feet long, 23 feet beam and 9 feet draft and is supplied with a very powerful engine and a comparatively new boiler; she has 42 large staterooms, 142 berths, most of them double with springs and hair mattresses, and is allowed to carry 100 first class passengers. Her saloon is long and wide and beautifully gilded and decorated. The floor is covered with a handsome new Brussels carpet and the most comfortable and richly upholstered chairs are in profusion." So

FLORIDA STEAMSHIP CO. FLORIDA & CHARLESTON LINE.

The Steamships of this Line now comprise the

Iron Twin-screw Steamer,

CITY OF PALATKA,

(Capt. Les Vogel,)

AND THE IRON SIDE-WHEEL STEAMER,

CITY OF MONTICELLO,

(Capt. J. McKee,)

Forming a sure and safe connection semi-weekly between Charleston and Florida, touching at Fernandina each way, and connecting at Charleston with the steamers of the New York and Charleston Steamship Company for New York and all points East; also with all railroads diverging therefrom. Connections are made at Jacksonville with the steamers of the DeBary-Baya Line for all up-river points.

This Line offers to shippers of fruit and freight the most desirable route, as there is only one transfer between Florida and the East, and that at the same wharf in Charleston, S. C.

Rates of freight and passage always guaranteed as low as by any competing line.

For further information, rates, etc., apply to or address

JAMES ADGER & CO.,

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JAMES W. QUINTARD & CO.,

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General Freight and Passenger Agent, 165 West St., N. Y.

AND ANY OF OUR AGENTS IN FLORIDA.

much for puffery by the papers.

She was supposedly well adapted to the carrying of fruit, having a large capacity, her main deck was large, open and well ventilated. Quarters for the deck passengers were better than usual, being located in the bow on the main deck and berths were also supplied, large and comfortable.

Many citizens of Monticello came to Jacksonville over the weekend to present the officers of the steamer with a handsome set of colors. The CITY OF MONTICELLO was to make an excursion to Fernandina with the visitors, and all were to attend a grand ball given there in the vessel's honor. However, the weather was

CITY OF PALATKA plans shown on preceding page. CITY OF MONTICELLO on page 29.
Above, Advertisement from an old guide book of the mid-1880s.

bad so it was decided to take the visitors to Palatka instead on the smoother St. Johns. A banquet would be served on board during the day.

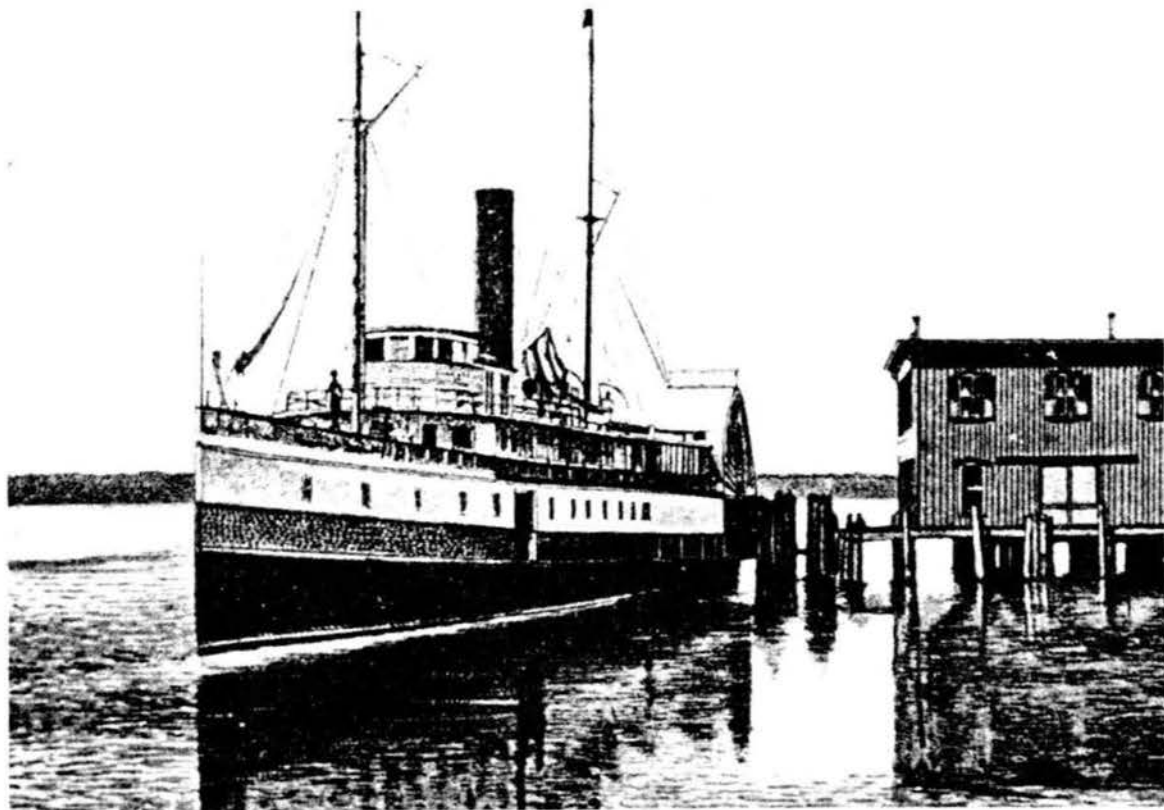
The October 15 Times Union reported on the doings, "The Monticello excursionists who left here for Palatka Monday morning on the steamer CITY OF NORFOLK returned to the city about 8 o'clock yesterday morning on the same steamer. The excursionists speak in the highest terms of the fine steamer and her crew, and say that the trip was as pleasant as could possibly have been expected and pleasures of the trip having been increased by a ball on board the steamer Monday night."

On the way to Palatka, the denizens of Monticello presented the colors to the vessel officials. In accepting them, Mr. Roby, one of the owners, replied, "Ladies and gentlemen of Monticello. As a representative of the Florida Steamship Company I accept the colors so graciously and gracefully presented and assure you that were the corporation which has reached you with its enterprise a living individual, it would be penetrated with a lively sense of pleasure and obligation as well as that feeling of friendly reciprocity which lends of charm to the dry details of commerce and lubricates all the creaking

hinges of trade. No token of good will could be more acceptable or more significant than these bright emblems of our country's unity fraternity and national greatness." Wow!

Captain Vogel was aboard the CITY OF PALATKA from November, 1883 until October 18, 1886 when Thomas Creaser was her master until December 7, 1886. About this time, she was chartered by James E. Ward (of the Ward Line) to run between Jacksonville and Nassau in the Bahamas. A vessel that had been purchased expressly for that service, the CITY OF NASSAU, had been lost at sea while en route to Jacksonville some time before, and the opportunity to use the CITY OF PALATKA was seized upon as the 1886 St. Johns River tourist season was an "off one" for steamboats due to increasing railroad competition. Captain M. C. White was her master from December 7, 1886 until January, 1887. However, the CITY OF PALATKA made only a few trips to Nassau from Jacksonville, trade obviously did not come up to expectations and the service was abandoned.

In the fall of 1886, the CITY OF PALATKA was again found at Quintard's in New York for repairs, after which she again left for Charleston. However, by the end of the year, she was back in New York to have



her port propeller fixed. Quintard evidently had lost money in the south on his Florida venture, due to the railroads, heavy freezes and a reduction in the tourist business so he sold the CITY OF PALATKA at the end of 1886, supposedly for \$80,000. Her new owners were located on the west coast of the United States!

Her name was changed to b EASTERN OREGON, presumably in January, 1887, and Captain S. C. Young, former chief officer of the KATE CARROLL, was appointed to take her to San Francisco, California. Her new owner was the Oregon Pacific Railroad and its purpose in buying the CITY OF PALATKA, in addition to getting her at a good bargain, was to establish a fleet at Yaquina, Oregon.

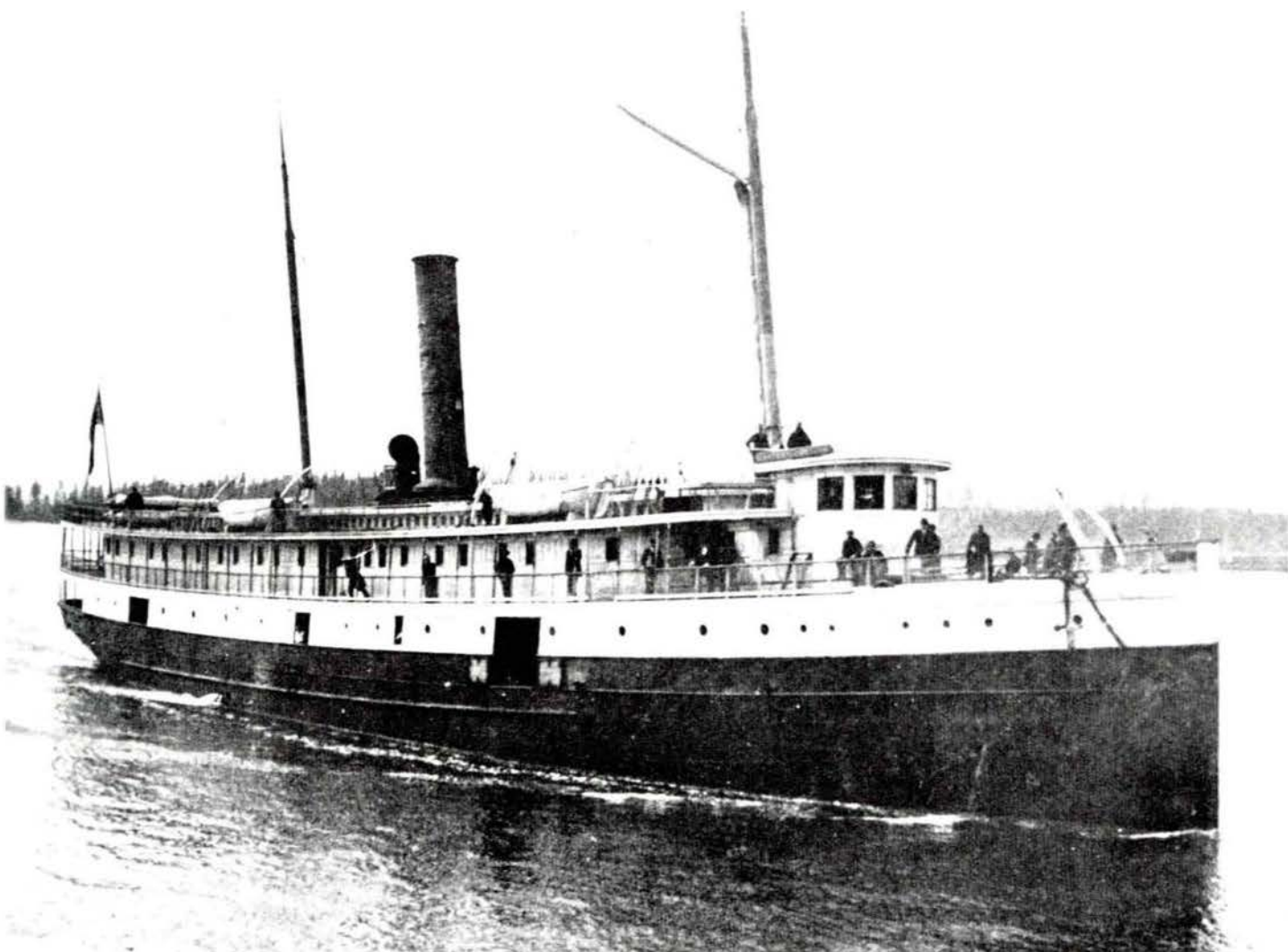
The EASTERN OREGON, under Captain Young, went successfully around Cape Horn to the west coast in the winter and early spring of 1887, probably the only Florida-based vessel that ever did so. No details

of the passage have come to light, unfortunately.

On the Pacific coast, under Captain George Paton, she ran between San Francisco and Yaquina for three years. Her consort for this period of time was the WILLAMETTE VALLEY, an 1883 Wilmington, Delaware product. Originally named a KATE CARROLL, she was of 967 gross and 742 net tons. She was remarkably similar in dimensions to the EASTERN OREGON, being 205 by 34 and had a depth of hold of 16.4 feet.

The Oregon Pacific Railroad had the EASTERN OREGON from February 10, 1887 until June 27, 1890. However, in June, 1890, she was sold to the Oregon

Preceding page - CITY OF MONTICELLO at wharf in Palatka. Below - EASTERN OREGON, formerly CITY OF PALATKA, in Pacific coastal trade between San Francisco and Washington state. Next page - Burned-out hulk of EASTERN OREGON at Olympia.





Improvement Company. The railroad evidently had financial problems because their WILLAMETTE VALLEY was seized by creditors at San Francisco and idled there for several years.

The Oregon Improvement Company wanted the EASTERN OREGON for service on Puget Sound and John L. Howard was described as the managing owner. Captain Leander Green was her Master. The EASTERN OREGON first appeared on Puget Sound on July 2, 1890, and was placed on the Seattle to Whatcom (Bellingham) Washington route a few days later. She proved to be a popular and steady vessel, but not a particularly fast one.

On December 1, 1891, her active career as a steamship came to an end in Olympia, Washington, where she had been beached on the gridiron to undergo overhaul. She caught on fire and burned down to the bare hull. Nearly all of the deckhouse was consumed and the hull itself was badly twisted and warped. One of the crew, a cook, lost his life in the fire. The vessel was valued at \$150,000, but the insurance carried was only \$70,000.

For some reason, the insurance company decided to repair the EASTERN OREGON for some \$60,000 rather than to pay \$70,000 to the Oregon Improvement Company. Since the Improvement Company was having financial difficulties of its own, due to a business slowdown and over-investment in coal mines

near Seattle, this decision was obviously not to their liking as they needed cash, not unwanted ships.

The burned-out EASTERN OREGON was then towed to Seattle, her mast and stacks still standing. Within, she was a mass of debris. In Seattle, she was decked over with three-inch planks and further towed to San Francisco by the steamship WILLAMETTE. All of this litigation, towing and partial rebuilding had taken place over several years, and it was not until April of 1893 that she arrived in San Francisco.

The Union Iron Works of San Francisco was supposed to be rebuilding the vessel, but after 1893, the only reference that could be found, the Seattle Port Intelligencer, indicated that on December 14, 1896, "Captain Backus, who is rebuilding the old steamer, EASTERN OREGON into a four-masted barkentine, has come up from San Francisco and resumed command of the bark MELROSE." Whether the EASTERN OREGON was ever rebuilt as a barkentine and went to sea again is unknown.

On the Charleston-to-Florida route, the CITY OF MONTICELLO managed to survive a disastrous season or two and the sale of her running mate, the CITY OF PALATKA. She also managed occasional trips to St. Augustine. Joseph McKee was her official captain of record until the end of 1886, when Thomas Creaser took over that task. The Clyde Line had established direct ser-

vice from the north (stopping at Charleston and Savannah on their route to Florida). Their superior iron-hulled coastal liners soon put vessels like the CITY OF MONTICELLO into the surplus class. The CITY OF MONTICELLO was finally sold to the Canadian-registered Bay of Fundy Steamship Company in March of 1889. She would be placed on a route between St. Johns, New Brunswick and Digby, Nova Scotia.

However, some seven years later, the CITY OF MONTICELLO, known as MONTICELLO at this time, reappeared once again in Florida waters, this time as being chartered by the newly formed, Flagler-backed Florida East Coast Steamship Company (an offshoot of the Florida East Coast Railroad) for service to Nassau from Miami. At the time she was the property of the Bay of Fundy Steamship Company. Her consort for the Florida East Coast Steamship Company was the sidewheeler, CITY OF KEY WEST, which ran from Miami to Key West.

The CITY OF MONTICELLO was on this service for a very limited time (one winter season) and then shifted back to the Bay of Fundy Steamship Company. In 1898, she ran between New Brunswick and Boston. She was sold later in 1898 to the Yarmouth Steamship Company for service between St. Johns and Yarmouth, Nova Scotia. The CITY OF MONTICELLO was lost in 1900 off Cranberry Head, Bay of Fundy, in a storm after 34 years of service.

* * * *

(Note: Short backgrounds on the personages mentioned with the EASTERN OREGON (derived from Lewis and Dryden's Marine History of the Northwest, 1895.)

Captain George Paton: Born, 1833 in Scotland, came to west coast in 1869, active in sailing vessels, cast away once while on the schooner EXACT, commanded EASTPORT in 1871 and also NORWAY. Master of steamer COQUILLE, worked for Oregon Pacific Railroad in command of YAQUINA CITY, EASTERN OREGON and WILLAMETTE VALLEY. Part owner and master of steamer POINT LOMA and in charge of steamer HOME in 1894. Part owner of steamer HUMBOLDT and schooners SALVATOR, ETHEL ZANE and BANGOR in lumber trade.

Green, Leander, Captain of the EASTERN OREGON, was born in New Brunswick in 1847 and arrived in Puget Sound around 1877. Worked on WENAT, JOSEPHINE, WELCOME and NELLIE. In the service of the Oregon Railway and Navigation Company for nine years in command of IDAHO, EMMA HAYWARD and SEHOME. Retired to a farm at Hamilton, Washington after the burning of the EASTERN OREGON.)

Source of the St. Johns

For many decades in the early 1800's and for several years after the Civil War, speculation was rife on the true source of the St. Johns River. Historically, in 1822, an official survey commissioned by the U. S. Government and made by John LeConte, had established Lake Helen Blazes and the marsh surrounding it as the true source.

An 1870 account of an "expedition" to determine the "source" was written by one D. R. Mitchell and published in the April 15, 1870 edition of the Columbus (Georgia) Daily Enquirer. As one will perceive, the actual source of the St. Johns was not reached and indeed, it could not be reached by steamboat alone. The article gives a good glimpse into such explorations of the times by amateurs and also some of the recreational steamboat activity associated therewith.

* * * *

We copy the following interesting letter from the last number of the Brunswick Seaport Appeal:

As many of my friends have desired information in relation to the Upper St. Johns in East Florida, I make this communication to you that much labor may be saved.

Before proceeding to a description: the river is, perhaps, one of the most remarkable on the globe. It mouths to the Atlantic about 20 miles south of Fernandina whilst its source (if it may be said to have a source) is in what is usually called the Everglades, near or at the extreme southern point of the Peninsula. Its course is from South to North, and its length between windings (for it boxes every point of the compass) - it is navigable for steamers of various sizes, from sea steamers down to the smallest sizes.

In the spring of 1859, in company with that veteran and indomitable pioneer, Capt. J. O. Duval, we started on a small



Above - Unknown landing on the St. Johns, notice decorative lattice work on pier building, posed oarsman and their occupants.



steamer from Enterprise with the view to find the source of the great river St. Johns. We passed by the mouth of Lake Jessup, a lake 16 miles in length by 8 miles wide, thence through Lake Harney, a fine lake of 5 to 6 miles in diameter in every way - this is a lake with beautiful sand beaches; thence through a tolerably large diffused lake called Puzzle Lake (the name I suppose from the difficulty in finding the windings and serpentine channel of the river through it; there being an innumerable quantity of grass points, sloughs and lagoons, navigators are puzzled), we proceeded through this lake to the neighborhood of what is called Orange Mound. Here we lost the channel of the river, and got into what is called Salt Run, belonging to the channel of the river; we pursued this run for 15 to 20 miles and landed in Salt Lake. There are three lakes linked together by narrow channels, the waters of which are brackish as the sea, the eastern one of which reaches to within five or six miles of Indian River; being thus foiled, we retraced our steps to neighborhood of Orange Mound in search of the river, and having failed to find it, we fell back to Mellonville and here ended the expedition of 1859.

On Wednesday, the 9th of March, 1879, the same indomitable Captain Duval, Mrs. Sayer, Miss Hattie Sayer, of Bartow County, and your humble servant, left Lake Monroe in the little steamer, "CHARLES

Above - Scene on the upper St. Johns River in the vicinity of Lake Harney.

WILLEY", with a cargo of corn, flour, etc. destined for Ft. Taylor on Lake Winder. Just before we reached Orange Mound, we struck the confluence of Salt Run and the great St. Johns. Here the channel is about 15 feet wide and 10 or 15 feet deep; the current is rather sluggish at this point for miles. Next we struck what is called Mud Lake, after having spent some hours in cutting out a raft of water lettuce, grass, smut weed and roots of about eighty yards long. Passing thence we entered Crow Lake, which is something of the character of Puzzle Lake, only a little more condensed. Above this we struck another raft of lettuce, etc., perhaps 150 yards in length; we cut through this 5 or 6 hours, and passed on into Cane Lake, oft times the channel of the river being so narrow that the weeds and vegetation on the banks would come within a few feet of meeting the center of the channel; often the stern of our craft would stick fast on the banks at the same time. In cases of this sort, would cut loose by maneuvering, pushing and hewing.

After leaving Cane Lake, we came upon a raft of over 2 miles long; here we found big trouble, but fully determined not to retreat, we took off into the lagoon, the upper end of which reached to within 200



yards of the river channel of the raft, though we had a cargo of several tons weight, by dredging with hoes, spades, etc., and fastening the anchor deep in the mud and staking it well with poles, hitching block and tackle, we succeeded in 10 hours in reaching the channel above the raft.

Here ended our last serious trouble, the channel in many places was very narrow, and often the current rapid. A few miles before reaching Lake Poinsett, the river widened out into a beautiful stream, 100 yards wide and 15 to 20 feet deep. This lake is one of the most beautiful sheets of water on the St. Johns, and the third in magnitude, being from 7 to 8 miles across. Passing through this lake, we found one of the finest rivers of the

Upper St. Johns, it being of sufficient width and depth for a large sea steamer. Seven or eight miles on this river brought us into Lake Winder, and at about 11 o'clock on Saturday night, the 12th inst. we cast anchor at our mooring on the west bank of Lake Winder. This is a very pretty lake, something less than the size of Lake Washington, which is the head of, and connects the St. Johns with the Everglades.

Here during the day (Sunday), the Captain delivered his cargo to the various consignees, and sold out his own "truck", by bartering and otherwise, for hides, "venison saddles", deer skins, wildcats, etc. Our whistle from the lake was responded to by the crack of the rifle, from the distant coves and encampments for

Upper - Camp scene on the St. Johns. Right, Posed scene, "Boating on the St. Johns."





miles around. The scattered denizens of that far off end of the earth having heard of our intended visit to their swampy abode, gathered men, women and children for 30 or 40 miles around to see the great show of a little steamer on their waters, and buy calico dresses, shoes, tobacco, sugar, coffee, flour and corn. By eight o'clock in the morning, our little boat was jammed and packed with living Floridians: the joyous chatter and laughter was shared by the old and young; and they did absolutely appear to be a happy people, and at one time, I counted over fifty on the upper deck of the little "Willy". In the evening, the sight-seeing and the days "jollification" being pretty well over, and we having learned that the rafts between Winder and Washington were thick and heavy (the two lakes being 12 miles apart), it was deemed inexpedient to pursue the excursion further. About 4:15 in the evening, we hauled in the anchor, blew the whistle, and fell back to Mellonville in "good order" - a distance of about 150 miles.

Nothing of much interest occurred on our downward route, except at the "haul over" above Lake Cane; the water having fallen, we were compelled to "haul back" by the use of anchor, block and tackle.

I am spinning this thing too long, but must say a few words in relation to the geography, topography and products of this most remarkable country. Its general elevation cannot be exceeding fifty feet above the water in the river and lakes: occasional skirts of hammock on the outer edges of the prairies, cabbage trees are frequently found dotting the prairies, and occasional clumps or clusters of cabbage, live oak and hackberry, covering elevated spots or mounds on the prairies, with very rich and productive soil; the higher up the river the broader the prairies, often from fifteen to twenty miles wide. They are generally very rich, but too low to be of any value for agricultural purposes, but afford an inexhaustible winter and summer pasturage for stock. Upon the whole, the country, as it is, is of little value, except for stock raising, game, tropical fruits and gardens. The river, in many places, even up to Lake Winder, is broad and deep enough for sea steamers; and other places scarcely wide enough for a large yawl, yet always deep. This is doubtless attributable to the fact that at some places, the water is concentrated in the channel, and at others, despersed (sic) through and over the prairies and marshes. Alligators may be reckoned by

the acre, fish by the legions, and the feathered tribe by squads, companies, regiments and corps.

There is one fact, however, in Physical Science, which to me is inexplicable! The St. Johns, for several hundred miles, runs parallel with Indian and Halifax Rivers at a distance, varying from twenty to six miles, the former running north and the latter south. Often the current of the St. Johns is rather rapid than otherwise.

I will dismiss this subject with one more (to me) remarkable recital. On board of the steamer NICK KING, from Jacksonville to Brunswick, (Friday, the 11th of March, 1870), about four miles over the bar of the St. Johns, we discovered in front and to the right, that which at

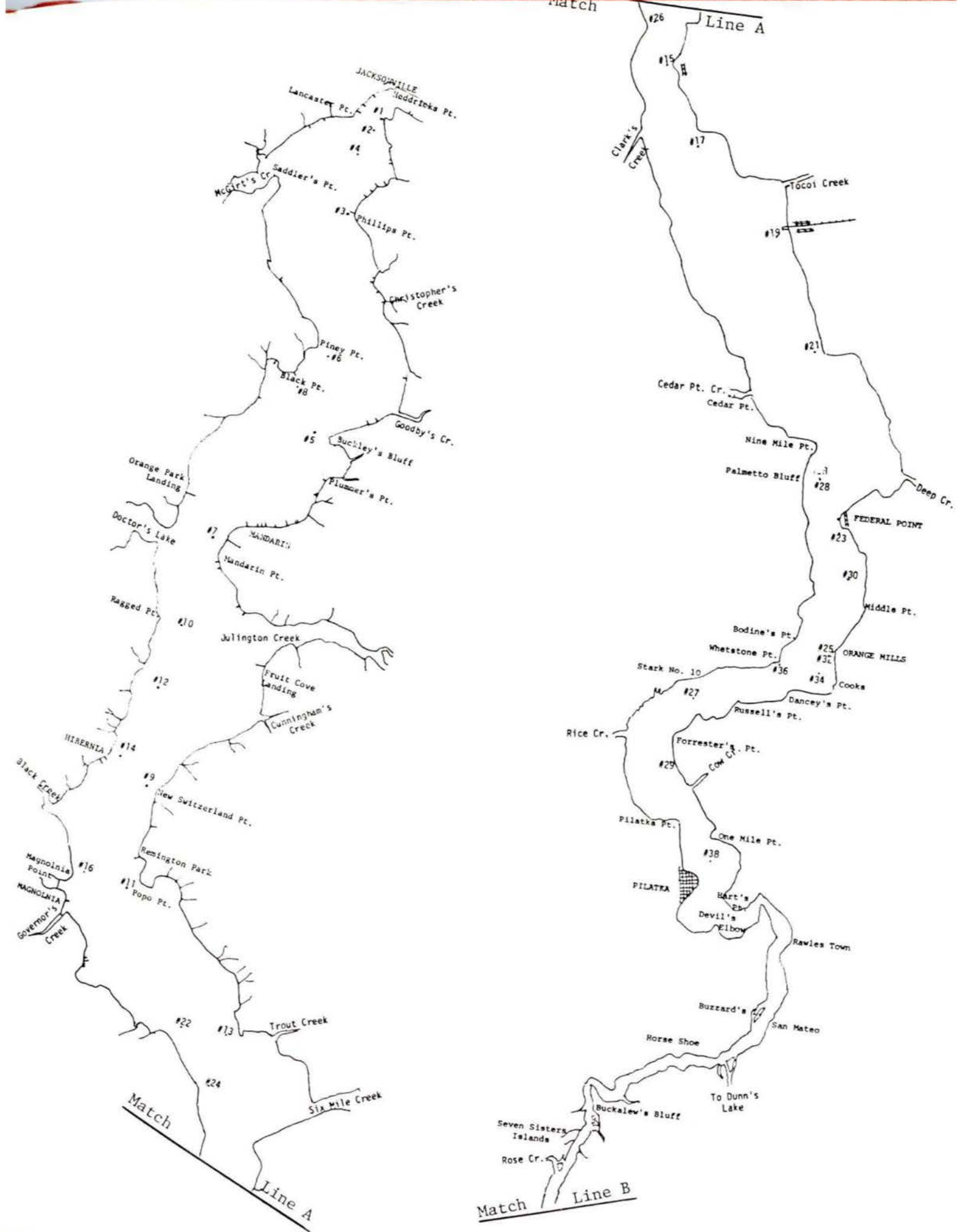
first believed to be a heavy sea, with breakers, which turned out to be a large school of whales, playing and spouting in the water, often twenty feet high, twenty or thirty feet of their backs might often be seen several feet above the surface - sometimes six or eight feet of their heads and tails, entirely above water. Their number could not have been less than fifteen or twenty, perhaps the double of it.

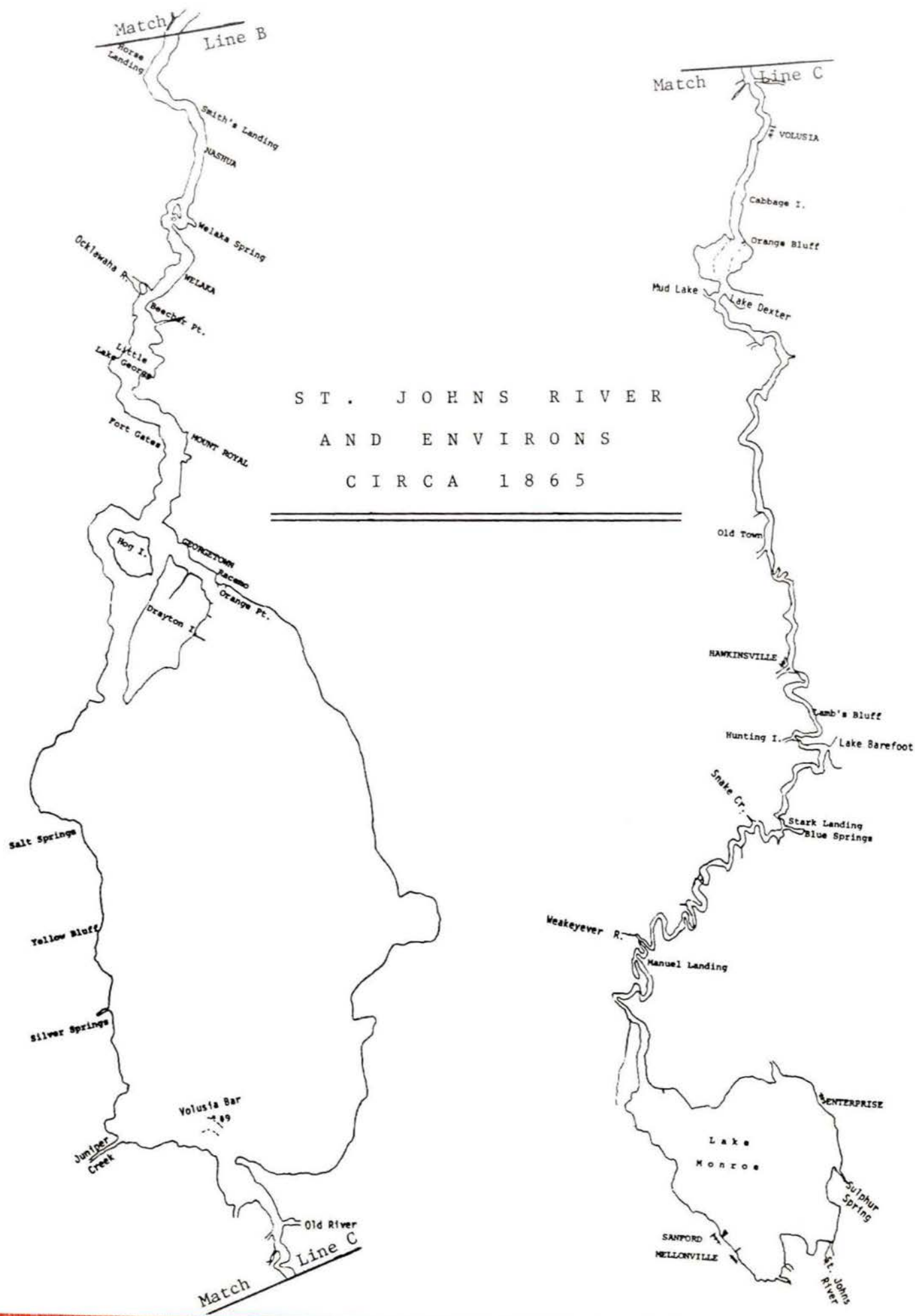
Where did these great fish come from, and what is their object? It may be that they are the Carpet-Baggers of the Sea, come down to feed upon the great family of porpoises at the mouth of the St. Johns.

D. R. Mitchell
Brunswick, March 15, 1870.



Preceding page - "Shooting alligators on the Upper St. Johns," contemporary engraving. Above - Cook's Ferry at the north end of Lake Harney, vessel underway.





Six Weeks of Glory – One Day of Defeat

One of the most unusual events occurring in Civil War days in Florida was the capture of the steam-powered U. S. Navy vessel, COLUMBINE, by a troop of Confederate cavalry led by the famed Captain J. J. Dickison. Coming in May, 1864, it helped rally flagging Confederate hopes in Florida and brought Captain J. J. Dickison an even higher degree of respect.

The series of events started in the fall of 1862 when Union forces realized the necessity of having several small shallow draft vessels that could ply the many rivers and bays of the blockaded south so as to better interdict local trade and traffic. Therefore, the Navy Department set about to purchase many vessels of this type.

A sidewheel tug, the A. H. SCHULTZ, was bought by the Navy for this purpose on December 12, 1862, and renamed COLUMBINE. Less than two weeks later, she was equipped with an armament of two 20-pounder Parrott rifles and was altered for naval service by the New York City firm of Howe and Copeland. Supposedly this work was done at a cost of \$6,233.10.

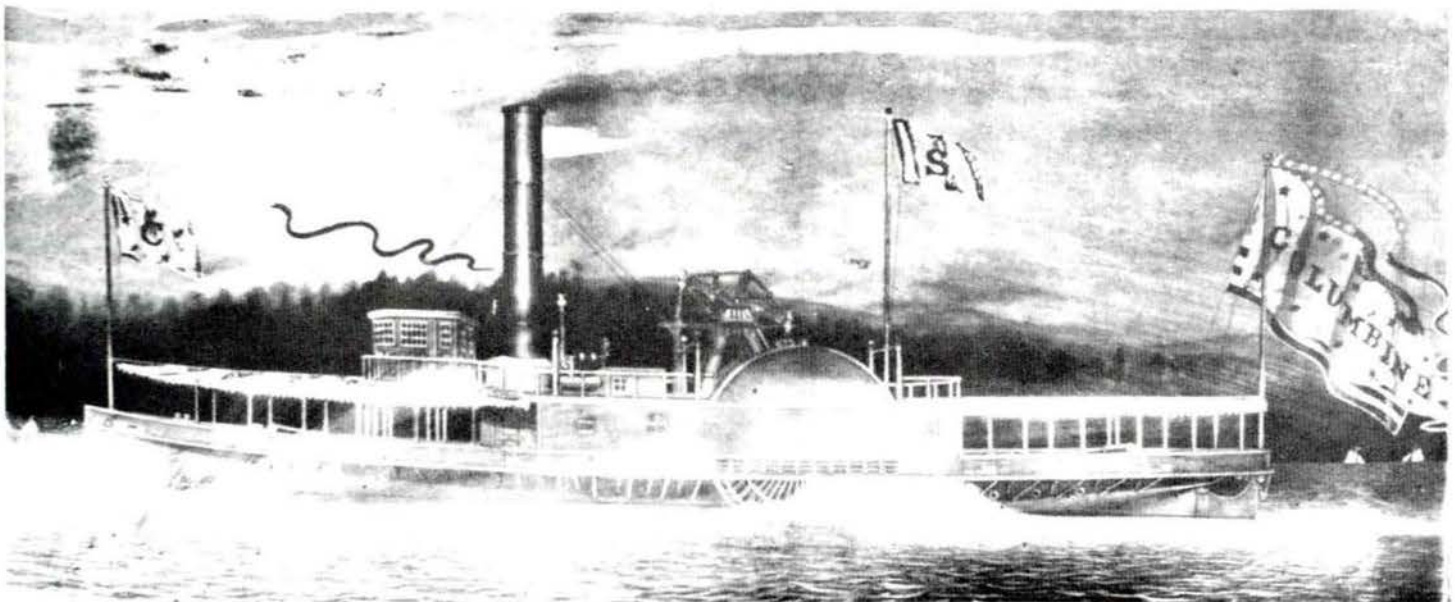
The A. H. SCHULTZ was an 1850 vintage wooden tug used around New York harbor. She was 117 feet long, 20.7 feet wide and

her depth of hold was 6.2 feet. The Navy paid \$25,800 to her owner, Peter Schultz, for the vessel. She was sent south for duty with the South Atlantic Blockading Squadron.

The COLUMBINE was at Charleston in the fall of 1863 as part of Rear Admiral J. A. Dahlgren's blockading forces. Acting Master's Mate W. P. Spencer was in charge of her. In November, she transferred in Port Royal, South Carolina for tug work. On December 25, while pushing the SONOMA at Port Royal, the COLUMBINE damaged her wheelhouse by engaging the anchor of the SONOMA.

As background to the events to occur in Florida; in January, 1864, Major General Quincy A. Gilmore, commanding the Department of the South for Union forces, authorized Brigadier General Truman Seymour, commanding the District of Florida, to undertake a "Florida Expedition." The purpose was to occupy the west bank of the St. Johns river and proceed west in force. The objectives of the operations, specifically, were to:

1. Procure an outlet for the area's products, cotton, lumber, timber, etc.
2. Cut off one of the southern sources of commissary supplies. (Cattle and



blockade goods were routed northerly through Florida.)

3. Obtain black recruits (former slaves) for the Federal colored troops regiments.
4. Try to reconstruct a loyal state government (this by direct request of President Abraham Lincoln.

On Sunday afternoon, February 7, General Seymour and his command landed unopposed at Jacksonville. The next day, his troops proceeded to the west and had reached Baldwin on the ninth. In doing so, they captured 100 prisoners and eight artillery pieces and supplies with no loss of life. On the tenth Sanderson was reached and captured. Seymour was ordered to stay in that vicinity but decided to press on near Lake City to destroy the Suwannee River railroad bridge.

On February 20, General Seymour's forces met the Confederates led by General Joseph Finegan at Ocean Pond (Olustee) and were soundly defeated. The Federals retreated to Jacksonville, and a few months later, the major portions of the troops were sent back north. A change of thinking on the Union's part involved obtaining control of the St. Johns for some distance south to cut off blockade running activity.

In mid-February, 1864, Rear Admiral J. A. Dahlgren ordered the COLUMBINE to proceed to Jacksonville from Port Royal. In addition to relieving the U.S.S. DANDELION, she was to also tow a coal vessel "drawing not more than 9 feet of water." This latter instruction pertained to the prevailing depth of water over the St. Johns river bar at its junction with the Atlantic. The bar limited passage severely, and vessels of larger draft could not get over easily under most conditions. The coal was to supply the Federal transports and navy vessels operating in Florida.

The coal vessel turned out to be a schooner, and the COLUMBINE towed her expeditiously to the St. Johns bar. However, the COLUMBINE had to leave the schooner anchored outside the entrance to the river, as conditions, such as the seas, tide and weather were not conducive for her safe crossing and the COLUMBINE was urgently needed upstream. So the COLUMBINE then proceeded to Jacksonville without her charge.

After arrival at Jacksonville, and in company with the U. S. S. OTTAWA on Feb-

ruary 21, the COLUMBINE, now under command of Acting Ensign Francis W. Sanborn, left Jacksonville and proceeded to Palatka. There, in a combined Army-Navy operation on February 22, four scows, one canal boat, and a steamer were partially destroyed. On the trip, two scows and one sloop were destroyed by the invading Yankee vessels upriver. Indeed, Palatka was in an almost complete state of devastation from this and prior attacks.

Sanborn had enlisted as "Mate" on July 29, 1861 in New York. He was promoted to Acting Ensign (the lowest Naval officer rank at that time) in September, 1863 and was sent to the U.S.S. DAFFODIL. He was 23 years old then.

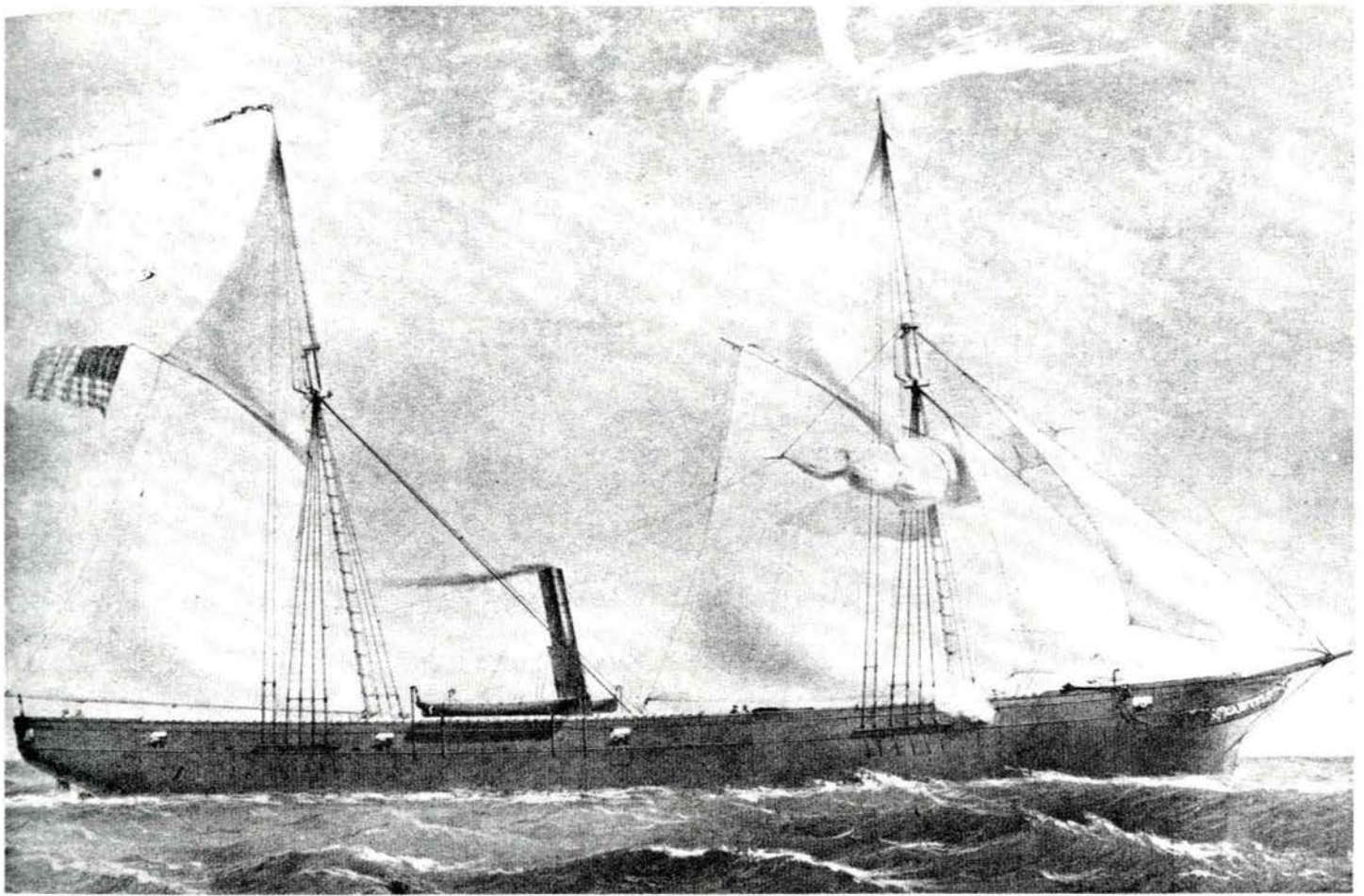
Still active on February 22, the COLUMBINE returned downriver, stopping en route at "No. 10" and took four barrels of rosin aboard. She also reported 20 more barrels as "unfit for removal" as well as 300 live oak knees, a material highly prized for ship building.

The COLUMBINE then towed the OTTAWA across some shallow spots on the St. Johns and went to Toco where a refugee family was taken on board. Some 300 bars of railroad iron were found there also. The COLUMBINE then obtained coal from the OTTAWA and ran to the entrance to Black Creek where she anchored for the night.

On the morning of the 23rd, she ran up Black Creek and found a small boat at Taylor's Ferry, which she destroyed. Evidently, after this soiree, she returned to Jacksonville where she "rested" and patrolled for a spell.

On March 9, the COLUMBINE towed a launch of the U.S.S. PAWNEE to Palatka and also assisted in conveying some troops of General Seymour Jones there. The PAWNEE's launch was equipped with a 12-pounder. Shallow water vessels were always at a premium in the area and the COLUMBINE was proving to be a very useful vessel. The troops landed without incident at Palatka on the morning of the 10th and set to the building of fortifications so as to more permanently defend it.

The COLUMBINE and the PAWNEE's launch accordingly then steamed upriver to Buffalo Bluff on the St. Johns where a Union sympathizer, Hampton Daniels, offered to guide the crews of the vessels to some rosin. Using just the launch, members of the crews went some five miles up the



Page 43 - Bard painting of COLUMBINE. Above,
U. S. S. OTTAWA under sail and steam.

Ocklawaha River and found 25 barrels of rosin and 13-1/2 barrels of turpentine. They returned to Palatka on the 11th with their captures.

On the 12th, the duo again left Palatka, and by evening, had anchored in Lake George near Drayton Island. There the COLUMBINE found the rebel-held GENERAL SUMTER en route to the Ocklawaha River and quickly captured her. Passengers aboard the GENERAL SUMTER (including a Mr. Cable, former owner of the ST. MARYS) and its crew were transferred as prisoners to the COLUMBINE.

(The ST. MARYS was a pre-war iron side-wheeler built at Wilmington, Delaware in 1857. She was trapped in the St. Johns River by the Federal invasion forces and was deliberately scuttled to avoid immediate capture.)

Acting Master John C. Champion, of the PAWNEE's launch, then found himself promoted to skipper and prize master of the

GENERAL SUMTER. Putting together a hastily-gathered crew from his launch and borrowing six men from the COLUMBINE, the GENERAL SUMTER left at midnight and proceeded further upriver. Their goal was the capture of the Confederate-owned steamer, the HATTIE, also known as the HATTIE BROCK. The captain of the GENERAL SUMTER, W. W. Tumblin, guided her to the HATTIE. (Tumblin was later Mayor of Palatka.)

The GENERAL SUMTER in the mid-1860's was plying between Fort Brook(e) on the Ocklawaha to Lake Harney on the St. Johns River in conjunction with blockade running activity.

The GENERAL SUMTER was a small stern-wheeler built in Jacksonville and completed in January, 1860. Of 42 tons, she was 81' by 19' by 3'. In 1863, she was owned by the St. Marys Steamboat Company (who also owned the ST. MARYS). In early October, the GENERAL SUMTER was purchased by Hubbard L. Hart of Palatka, at that time actively engaged in blockade running activity, for \$6,000 Confederate money. He afterwards resold her back to an offi-

cial of the St. Marys Steamboat Company and others for \$13,000 at the end of December, 1863--luckily for Hart--before her capture.

Lacking wood fuel and having trouble with defective machinery, it took until the morning of March 14 for the GENERAL SUMTER to finally reach Lake Monroe. When it was light enough, the GENERAL SUMTER steamed across the lake to Deep Creek where an abandoned HATTIE was found. Master's Mate Champion assumed command of the HATTIE at 4 p.m. and turned over his command of the GENERAL SUMTER to Acting Master's Mate W. B. Spencer.

The HATTIE had on board 100 bales of cotton, turpentine, rosin and a copper boiler for a turpentine distillery. The Yankees found that the side valves of the HATTIE's feed pump engine had been removed and hence, she was inoperable.

It was indicated by a New York newspaper that "the hold of the HATTIE BROCK can contain 800 bales of cotton. She has cabins to accommodate from 75 to 100 passengers, an excellent double engine, nearly new and cost about \$20,000. She was the best boat built expressly for the St. Johns trade."

The HATTIE (BROCK) was built in Jacksonville just before the war by Captain Jacob Brock, a prominent riverman and steamboat owner, and named after his

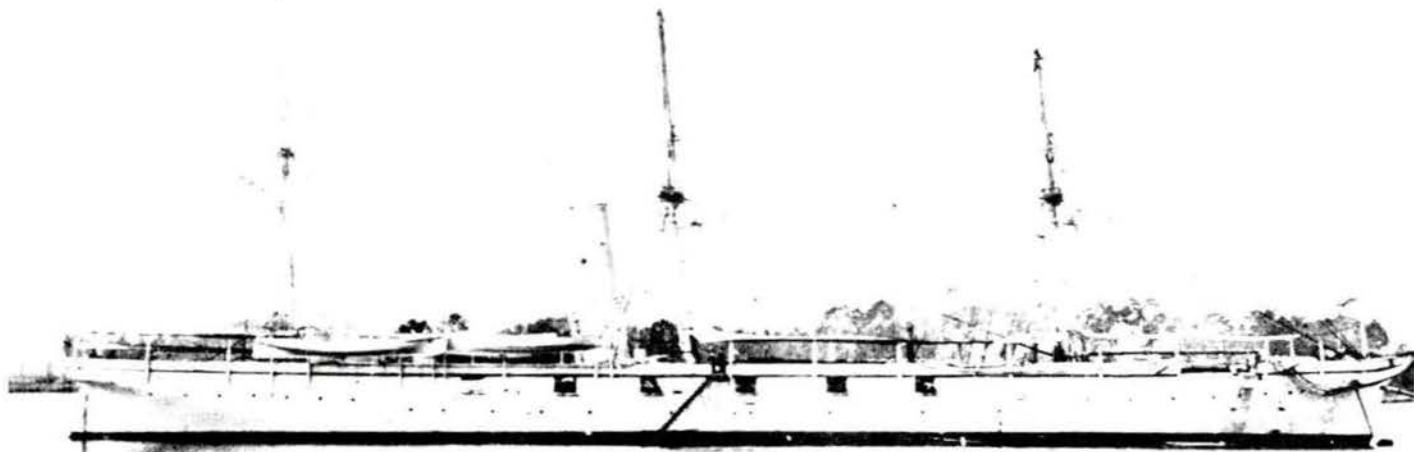
Below - Three-masted, armed U. S. S. PAWNEE. PAWNEE's steam launch assisted the COLUMBINE on her successful forays.

daughter. As officially measured after the war in 1867, she was 131 feet long, 25.3 feet wide and had a 5.4 foot depth of hold. She was of 217 gross tons and had two decks, a plain head and a round stern. She was a rather crude-looking side-wheeler. A former vessel of Brock's, DARTINGTON, had been captured at Fernandina earlier in the war and subsequently used by Union sources. Captain Brock was imprisoned for his obvious Confederate sympathies.

A short while after 4 p.m., the GENERAL SUMTER took the HATTIE in tow and started downriver. While underway, the engines of the HATTIE were being worked over in a busy fashion due to the lack of engine valves. The resourceful Yankees made some wooden makeshift replacements and thus dashed the hopes of those who had thought to make the vessel useless. The two vessels stopped on the way back at Watson's Landing, making their delay worthwhile by confiscating some cotton and stowing it on the HATTIE.

The trek was resumed at 10:30 p.m., the duo not yet being out of Lake Monroe, and when the engines of the HATTIE were started at 11:30, wooden valves notwithstanding, they were found to work nicely. However, the HATTIE's rudder was found to be defective, and she had to be taken in tow by the GENERAL SUMTER.

In the interim, the COLUMBINE had been back to Palatka and then was ordered out upriver to find the GENERAL SUMTER. Starting from Palatka in the early day-



light hours of the 14th, she spent the night 10 miles south of Lake George. On the 15th, she reached Enterprise on Lake Monroe at 3 p.m. and seeing the HATTIE and the GENERAL SUMTER approaching, anchored to await them.

The trio of steamboats ran to the wharf at Enterprise where the Brock House, a resort hotel of the day, was located and wooded up. They then spent the night anchored at the mouth of Lake Monroe.

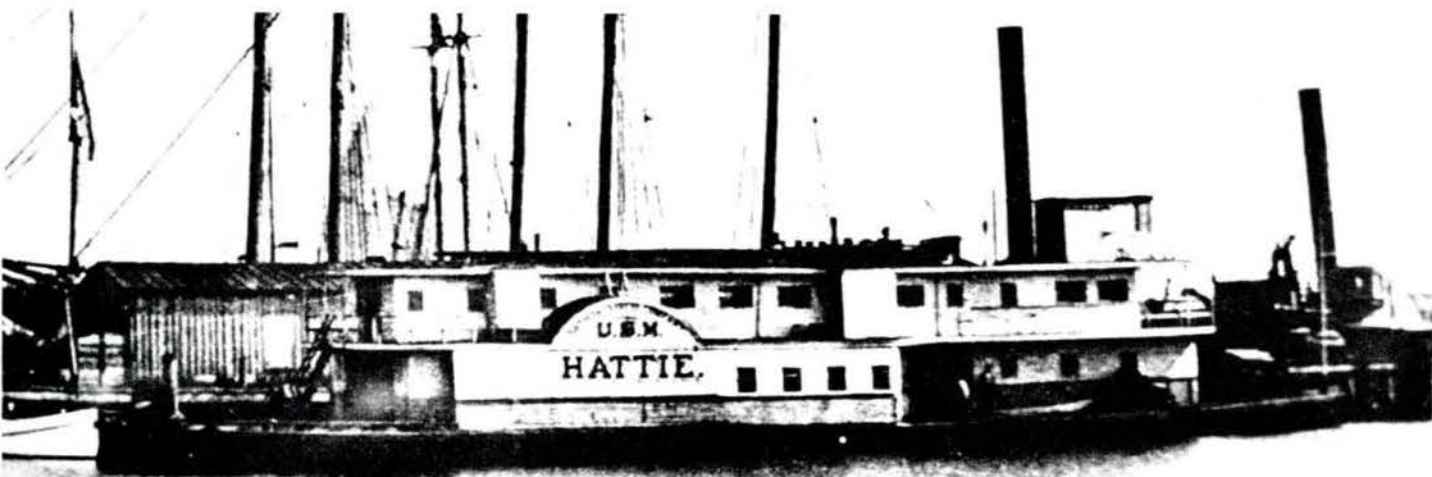
The HATTIE, defective rudder system or not, left downriver in the morning. Also in the morning, the launch of the PAWNEE was dispatched to investigate a sugar refinery located two miles from Enterprise. The refinery was found, some of the sugar machinery destroyed, and the remainder carted back to the launch by virtue of "impressing several negroes, cattle and wagons" to do so.

The COLUMBINE and the GENERAL SUMTER started on their journey downriver, the latter in tow of the former. Some 10 miles ahead, the HATTIE was found aground, evidently by virtue of her defective steering which was still not operating properly. The COLUMBINE switched vessels and took the HATTIE in tow leaving the GENERAL SUMTER to proceed on her own, and the trio proceeded slowly downriver anchoring 10 miles south of Volusia on the evening of March 16.

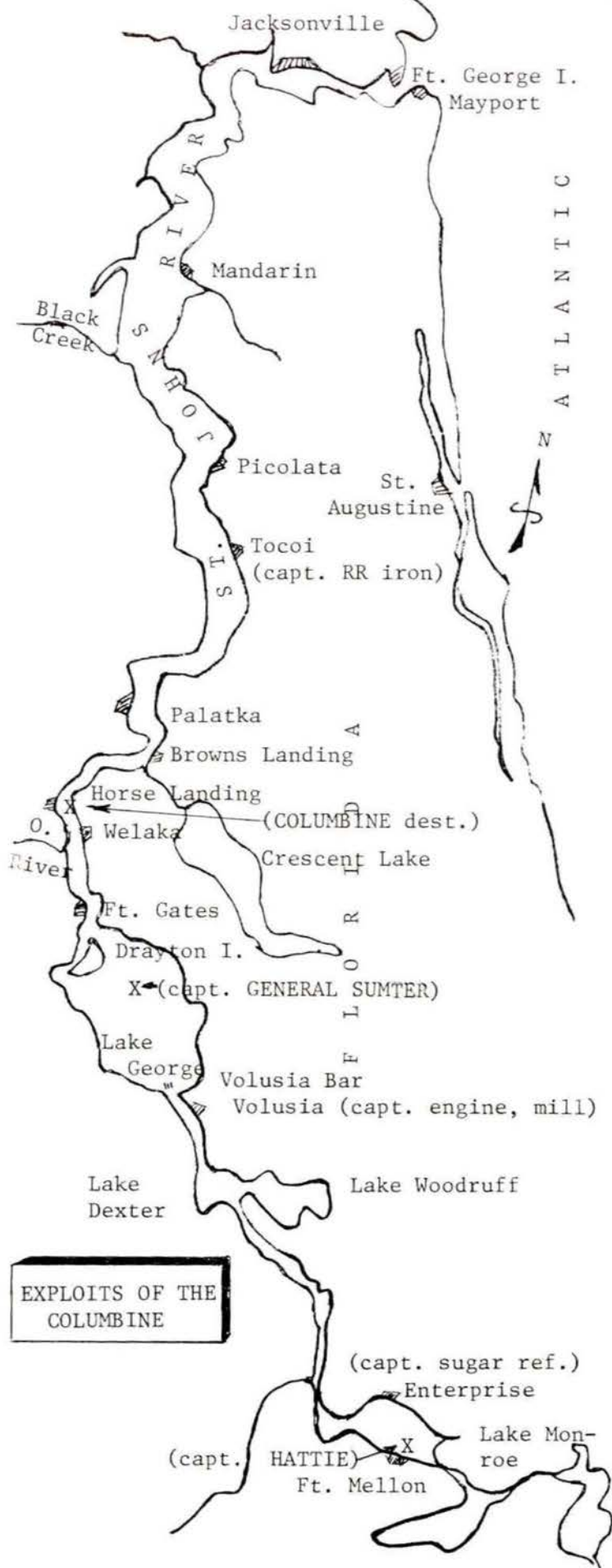
On the morning of March 17, men from the force went ashore at Volusia where a cotton gin, corn mill, a steam engine and boiler were found. The engine and boiler were destroyed and the gin and mill were placed aboard the HATTIE. Some unginning cotton was located at a storehouse and placed aboard the HATTIE. However, a fire of undetermined origin destroyed the storehouse and part of the stock before all of it could be loaded.

Again, the trio started back down the river but found the bar at the mouth of Lake George to be a very formidable obstacle when both the HATTIE and the COLUMBINE grounded there. Before the COLUMBINE could get over, every heavy moveable object had to be taken from her including guns, ammunition, provisions and the wood fuel. Ultimately, the GENERAL SUMTER and the HATTIE tried to tow her off, but were unsuccessful.

The wood used for fuel was running low, so the GENERAL SUMTER was sent southward to Volusia to get some more. Upon her return, and by using tackle and timbers as wedges with the HATTIE on one side and the GENERAL SUMTER on the other, the COLUMBINE was raised eight inches and finally got clear. After getting the other vessels over, the trio anchored for the night and transferred all the heavy material back onto the COLUMBINE.



Above - Jacob Brock's Jacksonville-built sidewheel steamboat HATTIE (named for his daughter) shown at a wharf in Jacksonville after the Civil War. HATTIE was captured by Federal forces during the War.



The morning of the 20th saw the trio steaming north to Drayton's Island where, as an extra dividend, Mr. W. P. Rembert's son was taken prisoner, the son being an officer in the Confederate cause. Rembert threw a scare into the Federals by indicating that a force of 80 Confederates was awaiting them at Fort Gates. The crews of the vessels placed bales of cotton as barricades against the expected fire from ambush, but the fort, however, was passed without incident.

Near Welaka, Gardner's turpentine distillery was placed out of commission by taking away the copper distillation apparatus. The GENERAL SUMTER was dispatched up the Ocklawaha River on the 20th to seek out a vessel there, the SILVER SPRING, while the turpentine still was being dismantled. Meanwhile, the COLUMBINE proceeded to Palatka where the duo anchored at 8 p.m.

The next day, March 21, the GENERAL SUMTER, not having arrived, the COLUMBINE went after her and found her once again disabled. The GENERAL SUMTER was not able to get far up the Ocklawaha river due to trees having been felled across the narrow river to act as a barricade. By now, the COLUMBINE was used in towing the GENERAL SUMTER, and she brought the latter to Palatka. At noon, the COLUMBINE took both the HATTIE and the GENERAL SUMTER in tow and headed for Jacksonville. By 5:15, they had reached Tocol where they were to take the previously located railroad iron on board but an approaching storm halted this effort and the trio had to wait until the next day. By noon on the 22nd, all of the loose iron had been placed aboard, wood for fuel had been secured, and the trio proceeded downriver, anchoring for the night off Piney Point. Getting underway at 5 a.m., Jacksonville was reached at 7 a.m. on March 23.

So ended five weeks of frenzied activity for the COLUMBINE. Summing up, the diminutive Federal forces starting out with just the COLUMBINE and the launch of the PAWNEE had garnered:

- The GENERAL SUMTER, worth \$3,600.
- The HATTIE, worth \$18,000.
- 37,620 pounds of cotton.
- 29 barrels of rosin.
- 13 barrels of turpentine.
- 1 spy glass "expended for COLUMBINE's use."
- 1 barrel of copperas.



7 barrels of sugar 2 of which were
 "expended for ship's use."
 500 - 600 bars of railroad iron.
 1 copper boiler and 1 copper still.
 1 cotton gin and engine.
 1 pair Fairbanks platform scales.
 1/2 barrel of molasses.
 10 officers, crews and passengers
 captured from the GENERAL SUMTER.

The HATTIE and the GENERAL SUMTER were sent to Port Royal for disposition (the HATTIE would later be found on the St. Johns after the war was over). The GENERAL SUMTER returned to the St. Johns area for limited duty after her purchase by the Navy.

The COLUMBINE was sent north to Port Royal, North Carolina on March 25 for miscellaneous duty, but on May 9, 1864, she was again found off Jacksonville being assigned to the naval forces located there.

The Confederates were taking some initiatives against the Federal river fleet, not by stationary guns or a fleet of their own, but by use of submerged "spar torpedoes", a form of underwater mining. In

fact, the day after the COLUMBINE's arrival, the steamboat HARRIET A. WEED was destroyed by two torpedoes placed in the St. Johns River between Trout River and Dame's Point. Five were killed and two were wounded in this disaster. Also, a small Confederate land force was found to be active in the general vicinity of Palatka.

On May 20 and 21, the Federal general, George Gordon, found that two of his outposts east of the St. Johns, i.e., Welaka and Saunders, had been captured, and that a force of 400 rebels was pushing northward on the east side of the river.

At midnight on the 21st, General Gordon reacted to the threat by causing 200 troops to be loaded onto the steamboat transport CHARLES HOUGHTON, and had the Navy bring along its OTTAWA and COLUMBINE to add to the CHARLES HOUGHTON's protection. Proceeding south to Picolata, he then added another 450 to 500 men, placing many of them on the OTTAWA and the COLUMBINE. He also lost considerable time in having some sand bags filled and placed as extra bulwarks aboard the COLUMBINE so as

ABOVE - Pioneer Florida winter visitor resort, the Brock House, built by Jacob Brock in the 1850s at Enterprise on Lake Monroe, St. Johns River, termination of normal steamboat navigation on the river.

to render her less vulnerable to rifle fire.

On Sunday, May 22, the three vessels had arrived opposite Palatka. Worrying about the possible Confederate capture of the Federal outpost at Volusia, General Gordon dispatched the three vessels in that direction, upriver. The COLUMBINE was to go directly to Volusia, the OTTAWA as far as Dunn's Creek, a few miles behind the COLUMBINE's destination, and the CHARLES HOUGHTON was to lag behind the other two vessels but keep near the OTTAWA for protection. Meanwhile, General Gordon was to march to Volusia with an armed force.

It was arranged that an Army guard force of 25 men and two officers was to be placed aboard the COLUMBINE, this resulting from a request of the OTTAWA's skipper. It was also planned that if the COLUMBINE were to get into difficulties, her master, Acting Ensign Sanborn, was to fire a rocket alerting the OTTAWA to come to her aid. Because it was expected that the COLUMBINE would probably be using her artillery against rebels in the woods bordering the river, sounds of artillery would not be considered as danger signals and the OTTAWA would not come steaming to the rescue.

The COLUMBINE and the OTTAWA left Palatka on Sunday, May 22, after disembarking the troops except for the contingent of guards remaining on board. Lieutenant Commander S. L. Breese of the OTTAWA wanted the COLUMBINE to get to Volusia as fast as possible so as to rescue the 50-man Union garrison stationed there. Also, Commander Breese felt that Dunn's Creek, some 12 miles distant from Palatka, was as far south as he could proceed due to the draft restrictions of the OTTAWA. Consequently, at 7:30 p.m., the OTTAWA anchored at Brown's Landing, 250 yards above Dunn's Creek.

Much to Breese's surprise, the CHARLES HOUGHTON hove into sight and Breese went aboard to ascertain the reason for her presence. General Gordon had dispatched the vessel as sort of an afterthought, thinking that the armed OTTAWA could protect her better since the majority of the OTTAWA's troops had now disembarked.

While Breese was absent from his command and was aboard the CHARLES HOUGHTON in his effort to find out what was going on, the Confederates fired a field piece (one of four to be used in the resulting engage-

ment with the COLUMBINE) at the OTTAWA. Breese immediately went back to his command and at 7:50 p.m., engaged the enemy in some fashion by firing at the Confederate cannon flashes.

For about an hour and a half, the OTTAWA and the rebels exchanged fire and some 37 shots of grape managed to hit the OTTAWA and carried away her mainstay and pierced the smokestack. Other shots also struck the CHARLES HOUGHTON.

The rebels desisted after a spell due to their limited artillery and the OTTAWA took advantage of the lull to slip her anchor and get underway, the idea being to present a moving target as contrasted to a stationary one. The OTTAWA sprayed the banks with gunfire, not knowing what the effect was, however, and finally at 9:45 p.m., anchored off Dunn's Creek for the evening.

Meanwhile, the COLUMBINE, after leaving Palatka at 6 p.m., reached Volusia Bar at 11:30 p.m. where she dropped anchor and spent the night. The next morning, due to low water, it was impossible for the COLUMBINE to cross the bar so a ship's boat was sent on ahead to the post at Volusia to see what the situation might be there.

All was found in good order at Volusia, and the boat returned safely to the COLUMBINE by 11 a.m. The COLUMBINE got underway shortly thereafter as the water conditions got better and began to retrace her steps back to Palatka. She stopped at Drayton's Island and Welaka en route.

After leaving Welaka, Ensign Sanborn "beat to quarters" as he was expecting trouble further downstream. Nearing Horse Landing at 4 p.m., he commenced shelling the area near the landing and also lowered some "anti-torpedo" devices or catchers into the water in the event those underwater devastators would be present.

As Ensign Sanborn described it, events then occurred as follows. "I could discover nothing suspicious until directly abreast the landing, distance about 100 yards, when two pieces of (concealed) artillery . . . almost simultaneously opened fire . . . I instantly gave the order to 'hook on', but unfortunately, the second shot of the enemy cut my wheelchains, and at the same time, the pilot abandoned the wheel and jumped over the bow. The vessel almost immediately went ashore upon a mud bank. Before she struck, one of the enemy's shot struck the main steam pipe,

knocking a hole in it, causing a great loss of steam . . . I left the hurricane deck and took charge of the forward gun, sending Mr. (William) Spencer aft on the quarterdeck to ship the tiller and hook the relieving tackles, at the same time, stopping and backing the engine.

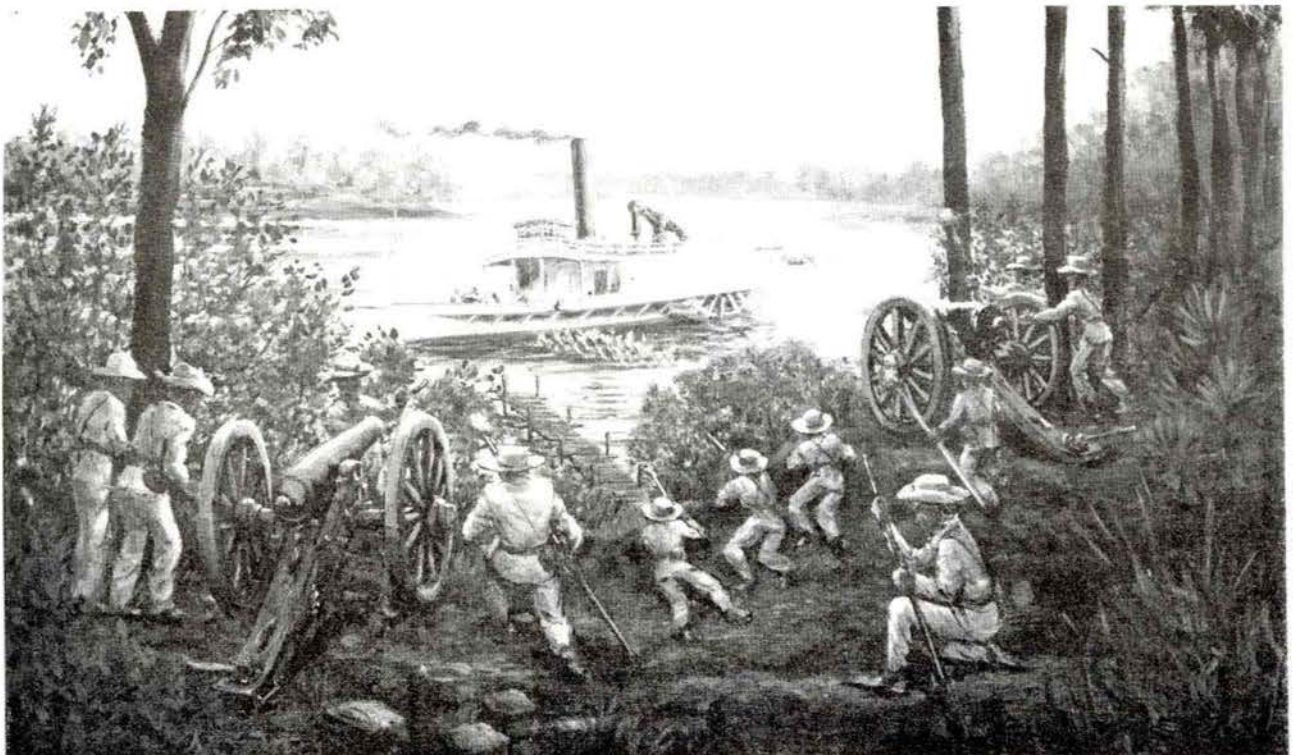
"The engineer, Mr. (Henry J.) Johnson, now reported the loss of steam and at nearly the same moment, Mr. Spencer reported the quarterdeck swept by the enemy's sharpshooters and grape and the after gun abandoned, and Mr. (John) Davis killed.

"I now placed the forward gun in charge of Quartermaster James Smith and repaired to the quarterdeck. I saw immediately the utter impossibility of saving the vessel unless the enemy could be dislodged. I now returned to the forward gun, of which I took charge, at the same time ordering Mr. Spencer to try and rally the infantry, which was now jumping overboard on all sides and swimming ashore. By our united exertions, we finally stopped them . . . the engineer in charge . . . at this time informed me the engine was useless, as one of the after frame timbers had been shot away and locked the wheel. The officer in charge of the infantry having been wounded, the second in command and myself, seeing all hopes of escape cut off and the riflemen on the port bank of the river

shooting down the men at the forward gun, I called a council of my remaining officers, in which it was decided to surrender. I was spared the mortification of hauling down the flag, it having been shot away in the early part of the action. It now became my humiliating duty to hoist a white flag to prevent the further useless expenditure of human life. A boat from the enemy immediately boarded me, demanding the surrender of the vessel. I refused to surrender to the officer in the boat but lowering my own boat went on shore and asked to see the commanding officer. I was immediately presented to Captain Dickson, C. S. Army, from whom I demanded, in case of an unconditional surrender, personal safety to the officers and colored men on board, which was immediately guaranteed, whereupon I surrendered myself, officers, and crew as prisoners of war, and my vessel a prize to the so-called Confederate States of America.

"The loss, in killed, wounded, and missing, is as follows, viz: Acting Master's Mate John Davis, while nobly performing his duty, killed. Privates, 5 wounded, 16 killed and missing . . .

"I have the pleasure to inform you that immediately after the removal of the wounded, the enemy set her on fire, burning her to the water's edge, without removing an article of value.



"She also formed a funeral pyre for those who fell while nobly defending her and the flag from dishonor. The remains of Mr. Davis were decently interred, covered by the flag he loved so well, and which he died bravely defending."

Although Ensign Sanborn did not realize it at the time, his opponent was the famed Captain J. J. Dickison, a master at effective guerilla combat while minimizing casualties of his own.

Dickison's version of the affair was, "while the steamer COLUMBINE was on her downward trip, I engaged her at Horse Landing with a section of Milton Artillery, commanded by Lieutenant (Mortimer) Bates, and 20 picked riflemen from my cavalry force. After the second fire from our battery, she became disabled. We continued to pour canister and solid shot, while our sharpshooters kept a constant and well-directed fire until she became unable to manage her guns. Our battery shot with much precision, nearly every shot taking effect, riddling her very badly and carrying away her rudder. She consequently became unmanageable and grounded. Her colors were shot away and her white flag was hoisted. The engagement lasted about forty-five minutes.

"We captured in this engagement 7 commissioned officers and 1 claiming to be a non combatant, 9 seamen, and 47 enlisted negroes. Number killed and drowned, about 25. Of the negro troops, Captain Daniels and 5 negroes were wounded, 3 of which are mortal . . .

"After the surrender, several of the men jumped overboard and swam for the opposite shore but most of them were drowned. The deck presented a horrible scene, the dead and wounded lay weltering in blood. Most of the negro troops have owners in North Carolina and Florida. I regret my perilous situation compelled me to fire the boat, as the gunboat OTTAWA was only a few miles below the scene of action. It is strange to say that she did not come to the rescue. The two Dahlgren guns and the machinery of the boat can be saved from the wreck as soon as proper transportation can be obtained. (This was subsequently done and the materials moved to safety.)

"I am thankful to Divine Providence that no one was hurt on our side . . .

"The conduct of Lieutenant Bates and my entire command deserves my highest commen-

dation for their gallantry and determination to gain the victory."

Captured were 42 rifles, 28 cartridge boxes, 2,000 rounds of ammunition, 35 bayonets, 5 swords, 8 pistols, 4 cutlasses (some of these were subsequently used by Dickison's officers, 2 spyglasses (used by Dickison on picket duty) and perhaps most importantly, three sets of colors.

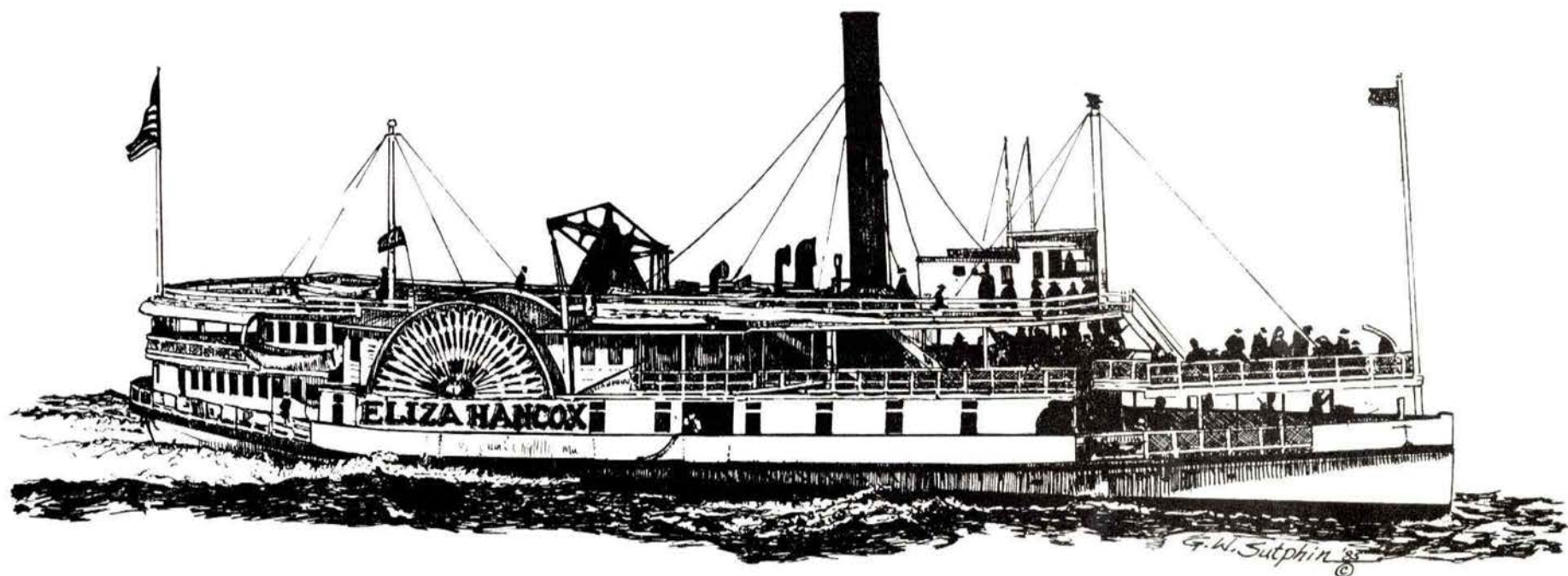
Meanwhile, on the 24th, a message reached the OTTAWA ordering her to return to Palatka, which she did. The OTTAWA was also informed that General Gordon had sent a similar message to the COLUMBINE.

General Gordon's troops had heard the firing on Sunday night, emanating from the direction of the Dunn's Creek area, but seeing no signal rockets, presumed it was the OTTAWA or the COLUMBINE firing at the Confederates.

Actually, Dickison, had he known, could have spared the firing of the COLUMBINE, at least for the time being as the sounds of the battle did not penetrate to the OTTAWA which, of course, was some five miles distant at Dunn's Creek. The OTTAWA had to learn on Tuesday of the capture and subsequent destruction of the COLUMBINE.

Were the war not so far from over, or the COLUMBINE a larger vessel, the event would have received more notoriety than it did. It was only a small, minor Union defeat, but it was the major Confederate "naval" victory in Florida and the sweeter yet because of the prior successful ventures of the COLUMBINE. The action was a most unusual one because seldom has a naval vessel been captured by a troop of cavalry, a dismounted troop at that.

Preceding page - Joseph Mikulas' original painting of Dickison's men capturing the COLUMBINE at Horse Landing.



The JOHN SYLVESTER and ELIZA HANCOX

A brace of steamboats that served twelve decades between them is indeed a rarity; such a duo consisted of the ELIZA HANCOX and the JOHN SYLVESTER. Together, they graced the mighty St. Johns River in Florida and eastern waters. They were two of the most beautiful craft to ever ply in Florida. Both served the winter visitor traffic in Florida in the 1880's and 1890's when the St. Johns attempted to rival the Hudson in plush sidewheelers.

The two vessels were built at the famed Allison works of Jersey City, New Jersey. Both were owned for many years by the steamboating Post family. Each vessel saw a great variety of waters traversed, several captains and owners; both were extremely durable and both were beautiful examples of the wooden sidewheeler as built in the eastern United States.

Starting with the ELIZA HANCOX: she was a Civil War product, built in 1863, and named for the daughter of Joseph Hancox, a rather obstreperous ship owner and operator. The Allison yard was to build many excellent steamboats using wood, most of which were noted for their durability and longevity. Typical of their exemplary products were vessels such as the ever-to-be-esteemed MARY POWELL and the JAMES B. SCHUYLER.

Officially enrolled in late November, 1863 at Jersey City, ELIZA HANCOX was chartered in April of the following year to the U. S. Quartermaster Corps at a rate of \$156.38 per day, a charter that was to last until well after the close of the war, May of 1866.

Although ostensibly built to serve in the New York Harbor area, ELIZA HANCOX was to see many different waters during her 56-year lifetime and her owners from the beginning until 1902 were dominated by the Post family. Frequent changes in owners and mortgage holders occurred but the Posts managed to keep control. One finds John A. Post and Cornelius V. Post active, as were members of the Allison Family and John Sylvester, for whom the sidewheeler JOHN SYLVESTER was to be named.

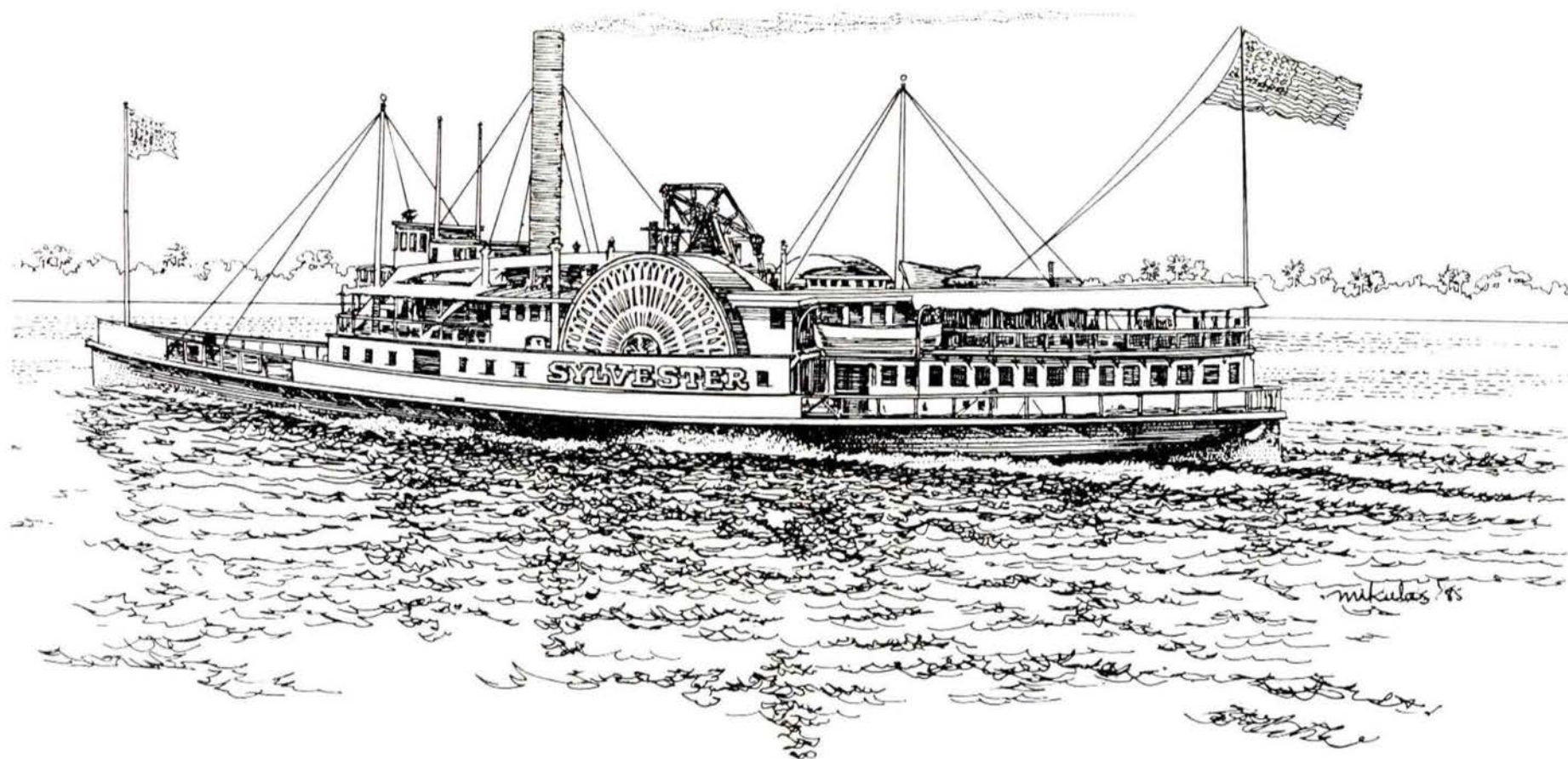
In 1866 and 1867, ELIZA HANCOX ran between Norfolk and Richmond on the James River, usually with her consort, JOHN SYLVESTER. For a brief spell in 1868, she was on the Delaware River, running from Wilmington to Philadelphia, but by the fall of 1868, she was back on the Virginia route. However, from 1867 to 1871, she reappeared on the Delaware, initially in hot competition with the SAMUEL M. FELTON. Sometime in 1871, she started service out of Savannah, Georgia, being inspected there also.

In mid-September, the ELIZA HANCOX was placed on a weekly schedule between Brunswick, Georgia and Charleston, South Carolina, using Savannah as the principal mid-point connection.

Under Captain L. W. Burns, ELIZA HANCOX left Savannah at 7 a.m. on Mondays, arriving at Charleston on Tuesdays to connect with steamships bound for New York and Philadelphia. She used the inland route (now the Intercoastal Waterway) and touched at Beaufort, South Carolina and points en route. She returned on Wednesdays from Charleston and left Savannah on Thursday for Satilla and Darien, both in Georgia and also Brunswick. She managed to get back to Savannah by Saturday, again to enable passengers to make steamship connections to the north. At that time, Charleston and Savannah were the principal destinations in the south and changing of ships was necessitated due to harbor conditions elsewhere and a lessening of traffic.

Advertisements in Savannah papers indicated, "This Boat is new, in perfect order, very fast, and has large freight capacity, and is commanded by officers of experience."

Her competitors on the south leg of her trip from Savannah were the NICK KING and LIZZIE BAKER, both of which maintained a schedule to the St. Johns River, principally to Jacksonville and Palatka. Competition to the north was from CITY POINT and DICTATOR, both large, durable vessels that had seen service during the Civil War





Preceding page - JOHN SYLVESTER, original rendering by Joseph F. Mikulas. Page 53 - ELIZA HANCOX, Jerry Sutphin original rendering. Above - JOHN SYLVESTER on the river.

while under charter. The CITY POINT and DICTATOR also ran from Savannah to the St. Johns.

By the end of December, the ELIZA HANCOX had broadened her points of contact to the south to include Satilla Mills, Refuge Owens Ferry and Bailey's Mills. After the winter visitor season was over, she went back to northern waters in the spring of 1872, and served throughout the summer.

Some of the steamships of the day that she served and connected with at Savannah were TONAWANDA, PIONEER and WYOMING, all destined to Philadelphia. New York vessels were SAN SALVADOR, SAN JACINTO, MONTGOMERY, VIRGO, MAGNOLIA and HUNTSVILLE. Passengers destined for Boston boarded KENSINGTON, ORIENTAL and ALHAMBRA. The AMERICA and SARAGOSA went to Baltimore.

At the start of 1872, she was back on the James River, plying to Richmond and paired up with the PALISADES of 1850. By May of 1872, she shifted to the New York harbor area, working out of Newark, New Jersey. The JOHN SYLVESTER relieved her on the James River run.

The ELIZA HANCOX was 153.3 feet by 27 feet, 3 inches by 8 feet, 10 inches, these

dimensions being respectively; length between perpendiculars, width (not counting the "guards") and depth of hold. Her original tonnage was 347. Later, in 1895, she was lengthened and her new dimensions were 172 feet, 4 inches by 28 feet by 8.5 feet. She was equipped with a Murphy, McCurdy and Warden Company vertical-beam engine which had a 40-inch diameter piston and a nine-foot stroke.

In the summer of 1872, she made Sunday excursions to New York from Newark and several excursions to the Fishing Banks and Coney Island over the Fourth of July. After summer was over, or perhaps by the start of 1873, she went back to the James River. In 1874-75, she, in company with the JOHN SYLVESTER, ran as opposition to the SAMUEL M. FELTON between Philadelphia and Wilmington.

In 1875, she was found in New York for reboiling and overhaul before going to Boston where Boston shipping interests had chartered her. In that area, she made several trips daily in company with the META on the Boston-Nahant service.

In 1876, she was on the East River Line to Coney Island, and in 1878, went from her East 23rd Street pier to Manhattan Beach via Greenpoint. In 1879 and 1880, she was on a direct schedule to the "new" Coney Island Iron Pier. In July, 1880, she had the misfortune to run down a

rowboat a mile away from Castle Garden. The NAHANT joined her in 1881 and they ran together that summer. In October, 1881, she was at the Yorktown, Virginia Centennial along with the likes of COLUMBIA, CITY OF CATSKILL, JOHN SYLVESTER, CITY OF RICHMOND, ST. JOHNS, MAGNETA and ORDNANCE.

ELIZA HANCOX was in Florida waters, starting in December of 1880. She ran in Florida the latter part of the winter of 1881-82, staying on for the summer also. Running in Florida with her consort, JOHN SYLVESTER, the duo was known as the "St. Johns River Fast Line" and provided a "daily double" service between Jacksonville and Palatka. The St. Johns is quite wide in this area and vertical-beam vessels were usually used.

Captain John A. Post had the JOHN SYLVESTER leaving Jacksonville six days a week (excepting Sundays) at 9 a.m. for Palatka. The return trip saw JOHN SYLVESTER leave at 2:15 p.m. Captain Henry Post had the ELIZA HANCOX and she left Palatka at 7:30 a.m. and Jacksonville at 2 p.m. on the return trip.

JOHN SYLVESTER offered an express type of service and made intermediate landings at Green Cove Springs and Tocoli (junction point for a short overland trip to St. Augustine) only.

ELIZA HANCOX on the other hand made all regular landings and any other place desiring service "on notice to Purser or signal from wharf." There being no railroads and few roads in the area, the St.

ST. JOHNS RIVER FAST LINE.

INAUGURATED 1875.

THE ELEGANT, LARGE, FIRST-CLASS FAST STEAMERS

JOHN SYLVESTER,

AND ELIZA HANCOX,

LEAVE

JACKSONVILLE DAILY (except Sunday,)

From Company's Fine Covered Wharf,

FOOT HOGAN ST., (Astor Block) MORNING AND AFTERNOON

FOR

Palatka, St. Augustine, Green Cove Springs, Magnolia.

CONNECTING AT PALATKA WITH ALL STEAMERS FOR

Enterprise, Sanford, and Intermediate Landings on Upper St. Johns River,

WITH

RAIL, STEAMER AND STAGE CONNECTIONS
TO ALL TRIBUTARY POINTS.

Connection at Palatka with Florida Southern R. R. for Gainesville, Ocala, etc., and with Steamers for Ocklawaha River.

Returning Steamers LEAVE PALATKA MORNING AND AFTERNOON.

Connections with all Railroad Lines at Jacksonville, to and from the North, East, South and West.

Tickets issued by Steamship and Railroad Lines from the North, East and West, for all points beyond Jacksonville via St. Johns River, are good by this Line.

Tourists and Travelers generally will please consult advertising circulars of the Line for further particulars.

Change of Schedule Time during the Summer Season.

OFFICE:

JACKSONVILLE, FLORIDA.

C. V. H. POST, Gen'l Agent. JOHN A. POST, Manager.

Above - Advertisement for the St. Johns River Fast Line. Below, ELIZA HANCOX in New York.



Johns River served as the travel artery.

Captain John A. Post was also the Line's manager at their Jacksonville headquarters and H. V. Tompkins was the General Agent. The Post Line used John Clark's wharf and the St. Johns wharf located at the rear of the Astor Building. (Adjacent to the present central business district.)

In 1883, ELIZA HANCOX went back to New York for the summer traffic and then was again transferred to winter duty on the St. Johns along with the JOHN SYLVESTER. However, during the winter of 1883-84, ELIZA HANCOX tried her hand on a Cedar Keys to Manatee River route (150 miles - of which 90 were in the open waters of the Gulf of Mexico.) She made occasional trips in January and February and then returned to the St. Johns, either due to her un-

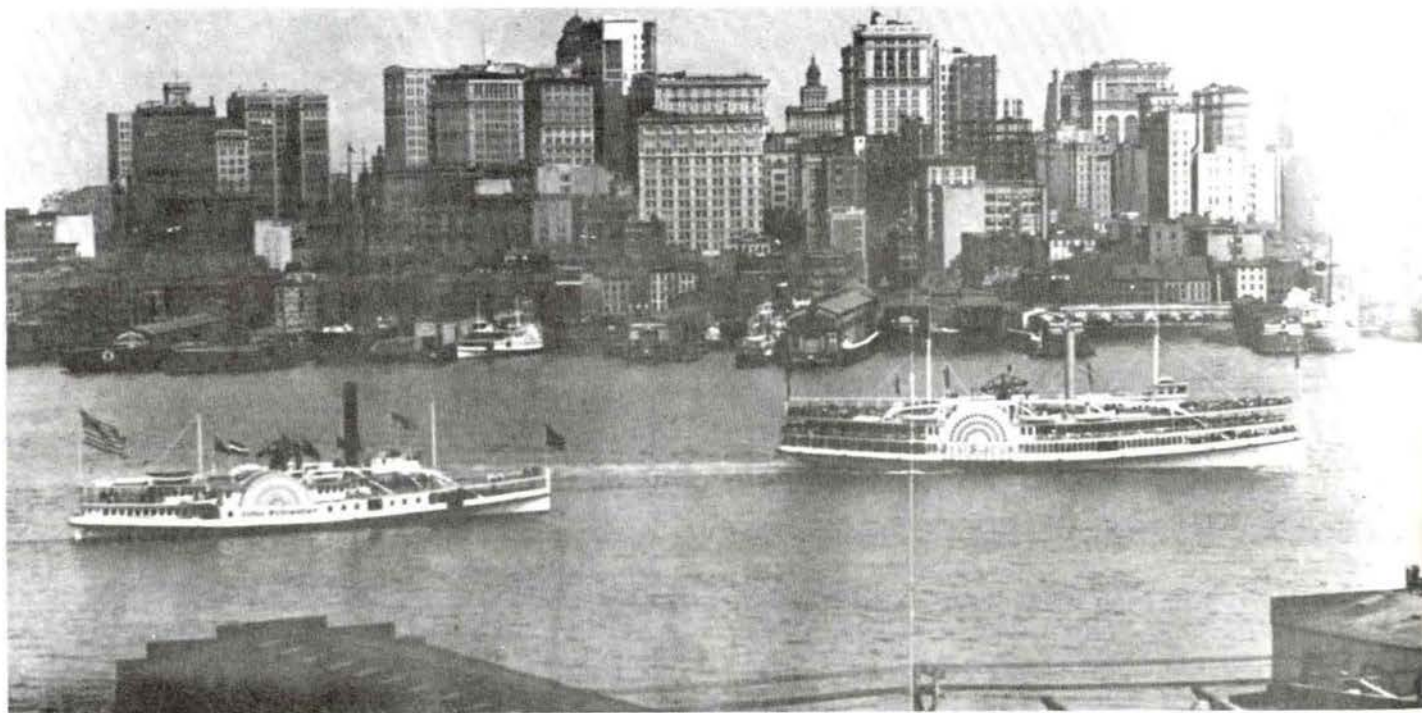
suitability for the unprotected water or the lack of business. Like the JOHN SYLVESTER, the ELIZA HANCOX ran on a regular schedule six days a week, but also gave frequent Sunday excursions.

Upon her return from Florida in the late spring of 1884, ELIZA HANCOX was sent to Allison for extensive repairs and was in drydock part of the time there until the last part of October when she again returned to the St. Johns.

Typical events, as extracted (and paraphrased) from the Jacksonville Florida Times Union newspaper for ELIZA HANCOX in the 1884-85 season were:

Oct. 28 ELIZA HANCOX will leave New York on November 10 after being overhauled.

Nov. 14 Will arrive anytime.



Above - Ill-fated GENERAL SLOCUM (burned in 1904 with loss of 1,031 lives) and a trailing JOHN SYLVESTER steaming past Manhattan Island.

Nov. 15 "The popular steamer ELIZA HANCOX of the St. Johns River Fast Line, arrived here yesterday from New York and is now at her Hogan Street wharf. During the fall, the HANCOX has been thoroughly overhauled, repainted, decorated and carpeted and is now in splendid trim for going on her line between this city and Palatka and will, no

doubt, continue to be a great favorite with the traveling public."

Nov. 21 ELIZA HANCOX still remains at the Astor wharf and it is not yet fully known where she will run this season. There is some talk of placing her on the line between St. Augustine and New Smyrna and she is especially

TIME CARD

—OF—

Steamer JOHN SYLVESTER

AND CONNECTIONS.

Read Down.	SEASON 1888.	Read Up.
8.30 a.m.	Lv. Jacksonville.....Ar	7.00 p.m.
10.30 "	Ar. Green Cove Spring...Lv	5.15 "
11.45 "	" { Tocoi, {	4.15 "
12.30 noon	" { St. Augustine, {	2.30 "
1.15 p.m.	" Palatka.....	2.15 "
1.30 "	" Rolleston.....	1.45 "
	St. Johns & Halifax R. R.	
5.15 "	" Ormond.....	7.45 a.m.
5.30 "	" Daytona.....Lv	7.30 "
<hr/>		
Lv. Palatka, Florida Southern Railway...	2.00 p.m.	
Ar. Gainesville, " " "	5.00 "	
" Ocala, " " "	5.30 "	
" Leesburg, " " "	6.30 "	
<hr/>		
Lv. Palatka (Rail).....	2.15 p.m.	
Ar. Enterprise (Rail).....	4.25 "	
" Sanford ".....	4.50 "	
<hr/>		
Lv. St. Augustine for Palatka (via Tocoi),	10.30 a.m.	
" Palatka for St. Augustine "	2.15 p.m.	

Breakfast, Jacksonville. Dinner, St. Augustine and Palatka. Supper, Sanford, Enterprise and other points beyond Palatka.

POST'S DAY LINE

Distances on St. Johns River

FROM JACKSONVILLE

To	MILES.
Orange Park.....	13
Mandarin.....	15
Hibernia.....	23
Magnolia.....	28
Green Cove Spring.....	30
Picolata.....	46
Tocoi—for St. Augustine.....	49
Federal Point.....	60
Palatka.....	75
Rolleston.....	77
San Mateo.....	78
Welaka.....	93
Lake George.....	105
Astor.....	120
DeLand.....	145
Blue Springs.....	155
Sanford.....	175
Enterprise.....	180

STEAMER CONNECTIONS AT PALATKA.

Steamers for Ochlawaha River, leaving Palatka at 2 P. M.

Steamer GEORGIA, for San Mateo, Welaka, Georgetown and Drayton Island.

And Steamer CURLEW, for Orange Mills, and Crescent City Steamer, all leaving Palatka at 2 P. M.

Upper St. Johns River Steamers for Enterprise and Sanford, leaving Palatka at 9 P. M.

Daylight -:- Service

—TO—

SANFORD and ENTERPRISE

75 Miles of Sail on the Beautiful
St. Johns River.

Take the Elegant New York Steamer

John Sylvester

(after breakfast) at 8.30 a. m. (sharp), arrive at Palatka 1.15 p. m. One hour at Palatka for dinner. Leave Palatka 2.15 p. m. (rail), arrive at Sanford 4.50 p. m.

Connecting at PALATKA with Florida Southern Railroad for Gainesville, Ocala and all points in South Florida; also connecting at ROLLESTON (with White's Road) for Ormond, Daytona and all points on Halifax and Indian Rivers.

By going this route you are allowed to stop over at Green Cove Spring (or Tocoi), for St. Augustine, without extra charge.

FARE

To Sanford and Enterprise only.....\$3.25
To Palatka.....\$1.25—Excursion.....2.00
To Green Cove Spring.....1.00
To St. Augustine \$1.15—Excursion.....2.00
These are daily excursions, (except Sunday.)
E. W. EBRETS, C. V. H. POST
Pass. Agent. Gen'l Agent.

174 West Bay Street.

Above, Upper Left - Pocket schedule of Post's Day Line, 1888 season. Left - Mid-1880s, Times Union advertisement.

RIVER AND RAIL,
—VIA STEAMER—
JOHN SYLVESTER
FROM
JACKSONVILLE, 8.30 A. M.

Green Cove Springs, Toco (for St. Augustine), Palatka and Rolleston,

LANDING ON SIGNAL OR NOTICE AT

Hibernia, Magnolia, Picolata and Federal Point.

✠CONNECTIONS BY RAIL✠

From PALATKA

TO GAINSVILLE, SILVER SPRINGS, OCALA, LEESBURG, TAVERES, &c., also to ENTERPRISE, SANFORD, MAITLAND, WINTER PARK, ORLANDO, KISSEMMIE and TAMPA, and at ROLLESTON with ST. JOHNS & HALIFAX R.R., for ORMOND, DATONA, NEW SMYRNA, TITUSVILLE and ROCKLEDGE.

Fare, River and Rail to Sanford, - \$3.25

FARE FROM JACKSONVILLE.

To Green Cove Springs	\$0.75	Round Trip	\$1.25
" St. Augustine.....	1.15	"	2.00
" Palatka.....	1.25	"	2.00
" Rolleston ...	1.25	"	2.00

ROUND TRIP TICKETS GOOD UNTIL APRIL 1st.

Special Round Trip Tickets, Good on day sold only, at Reduced Rates.

ST. JOHNS RIVER,
SPECIAL DAYLIGHT SERVICE.

The Elegant Fast, New York Steamer,

JOHN SYLVESTER



Leaves JACKSONVILLE 8.30 A.M.

FROM ASTOR WHARF,

MAKING ROUND TRIP DAILY, EXCEPT SUNDAY.

RIVER and RAIL CONNECTIONS

—TO ALL—

SOUTH FLORIDA POINTS.

THE TOURISTS' ROUTE.

For Information, Passage Tickets, &c., apply to

E. W. ERBETS, Pass. Agent,

74 West Bay Street,

At Office on Wharf, or Purser on board Steamer.

C. V. H. POST, Gen'l Agent.

Miscellaneous time tables and schedules of the JOHN SYLVESTER on the St. Johns River. All routes shown are from Jacksonville to Palatka and return.

TIME TABLE
OF
ST. JOHNS RIVER
Fast Day Line,

Double Daily Service, leaving Jacksonville from
ASTOR'S WHARF,

Stmr. John Sylvester
AT 9 A. M.

STEAMER SYLVAN GLEN

AT 2.30 P. M.,
FOR MAGNOLIA, GREEN COVE SPRINGS, ST.
AUGUSTINE AND PALATKA.

And usual Landings on Signal or Notice.

Steamer SYLVAN GLEN omits Saturday afternoon's trip, and leaves Jacksonville Sunday, at 12 o'clock, for PALATKA and usual landings.

Will make close connection at Toco for St. Augustine; at Palatka for all points on Florida Southern Railroad; and with all boats of Delary-Baya Merchants Line and of People's Line, for all up-river points, morning and evening.

Sylvester leaves Palatka at 1.30 p. m.

Sylvan Glen leaves at 7.30 a. m.

For Further Information and Tickets Apply to

C. V. H. POST,

Office on Wharf.

General Agent.

adapted for a run of this kind, and also of taking her over to New Orleans and running her as an excursion boat during the winter. The recent fire at Palatka will cripple the lower river business to so great an extent as to make it unprofitable for her to run on the old line between here and Palatka. During the summer she carried over 200,000 excursionists and since the expiration of her charter she has been thoroughly overhauled from top to bottom, repainted and decorated inside and out, recarpeted and upholstered so that now she is as handsome and as comfortable a boat as is to be found anywhere."

Dec. 3 The ELIZA HANCOX will begin running regularly between this city and Palatka tomorrow, making one round trip daily and leaving here every morning at 8:45. The contract between her managers and the DeBary-Baya Line has been dissolved and she will be run alone on what will be known as Post's Independent Line. The rates of fare will be the same as last season.

Dec. 6 ELIZA HANCOX makes no trip today but lies in port washing and scrubbing cable. In the p.m. she will be in new tidy order and ready for inspection. The Captain feels proud of his ship with her new furniture and her best time is within two minutes of the JOHN SYLVESTER's.

Jan. 16, 1885 ELIZA HANCOX "excurs" to Mayport and Fort George on Sunday, leaves Hogan Street wharf at 11 a.m. and returns at 5 p.m., fare 75¢.

Jan. 18 To spend two hours on the bar watching the work on the jetties.

Feb. 8 ELIZA HANCOX leaves at 2:30 to Mandarin, returns at 5 p.m.; will see Harriet Beecher Stowe home (note - ELIZA HANCOX made excursions most Sundays in February to Mandarin, home of Harriet Beecher Stowe.) ELIZA HANCOX will make a round trip from Jacksonville to Green Cove Springs; leaves 8:45 a.m., back by supper, 50 miles of river, 28 of rail, \$4.50.

Mar. 24 ELIZA HANCOX will make a snapper excursion next week, one half of the tickets will go to ladies. "The party will be select as tickets will not be sold objectionable persons."

Apr. 9 Special excursion today to Green Cove Springs, \$1.50.

Apr. 15 ELIZA HANCOX makes last Sunday excursion today, daily trips to Green Cove Springs, St. Augustine and Palatka until further notice.

Apr. 15 Last trip to Palatka today; purse for colored students at Cookman Institute collected.

Apr. 16 Made her last trip yesterday, took 457 colored excursionists to Green Cove Springs.

Apr. 17 ELIZA HANCOX left yesterday for New York.



Left - The SYLVAN GLEN of the DeBary and Baya Merchants Line was often paired with the JOHN SYLVESTER. Shown here in New York waters where she served on a commuter route and gave many excursions.



The ELIZA HANCOX continued on this winter-summer arrangement for another year at least. When steamboat traffic fell off in Florida, mostly due to railroad completions, she returned to New York and for almost a decade was engaged in the excursion and related businesses there. For example, in the summer of 1885, she was running to Sea Beach and on July 14 was run into by the ferry MONTICELLO and was so badly damaged that the SYLVAN GROVE had to take her place.

In 1886, while in Jacksonville for the winter, the ELIZA HANCOX was advertised as making \$1.00 excursions to St. Augustine and Palatka. "Oh - how cheap are the excursions. The steamer ELIZA HANCOX at 8:45 from Astor's wharf. The prettiest and best. Lowest rates."

In mid-1888, she was running to Rockaway as part of the "Post New Line." She was overhauled after the season. In the summer of 1886, she ran to Bay Ridge with the SYLVAN STREAM and THOMAS P. WAY. After the summer, she went to Jacksonville for the winter, returning to the Bay Ridge route in the summer.

In 1891 when in Florida, on February 17, a deckhand, John Floyd, fell overboard and drowned while the ELIZA HANCOX was at Jacksonville. In the summer of that year, she was on a run from West 22nd Street in New York to South Beach, stopping off at

10th Street and Dey Street en route. She made four trips per day, and on Sunday, made more frequent trips in conjunction with another vessel.

In 1895, she was lengthened and rebuilt at the Tietjen and Lang Shipyard at Hoboken, New Jersey and renamed b J.S. WARDEN. One of her new owners was Jacob Warden. Her new dimensions were 172.4 by 28 by 8.5 feet and tonnages were 485 gross and 365 net.

During the summers under charter she ran three times a day from Newark to Bay Ridge at 85th Street where connections were made with the Sea Beach railroad to Coney Island. This lasted until 1899. In 1896, due to deaths in the Post family, the various Posts set up the Post Steamboat Company with the JOHN SYLVESTER and J. S. WARDEN. After a mortgage or two she was conveyed in late November, 1901 to George W. Beebe (and in 1906 to the Beebe Transportation Company).

In the summer of 1900 she had an interesting diversion. Evidently without good summer prospects around New York, the J. S. WARDEN was chartered to the Chesapeake Beach Excursion Company. She would operate daily from Pier 9-1/2 Light Street,

Above - A lengthened ELIZA HANCOX emerges as the J. S. WARDEN in New York waters, sailing vessels in the background.

Baltimore to Chesapeake Beach. The charter price was reportedly \$595 per month and the service started on June 9 with 1,000 passengers on the first run. During the middle of the season, John T. Noonan and T. A. Goodwin, the team behind the company "absconded" leaving behind many unpaid bills. The service was a success and the sudden departure was a mystery. James H. Hill, a concessionaire, operated the vessel until mid-September when she returned to Hoboken.

In the summer of 1901, J. S. WARDEN ran to the Iron Pier at Coney Island, leaving from Newark's Coal Street wharf. In the fall of the year, she took spectators to the yacht races from Newark. In 1902, her route was changed to a daily run to the Fishing Banks, a popular anglers' day out. In the summer of 1903, she was back on the Newark to Coney Island route. In the spring of 1902, J. S. WARDEN was the property of Captain George W. Beebe, and he operated out of Newark to Dreamland Park, Coney Island.

She continued under Beebe's ownership until the end of April, 1910. During this period, she laid up for the winters at the Bay Ridge Yacht Basin at 57th Street, Brooklyn. Environmental concerns were apparent in 1909 for the press remarked,

"The J. S. WARDEN, MAJESTIC, NEWARK and ORIENT . . . present a very untidy appearance owing to the sewer gases they meet with in the Passaic River. Every piece of bright work, as well as the paint on them, is discolored." Her running mate to Coney Island was the MOUNT DESERT. Both vessels were occasionally used on the James River and also on a run to New Brunswick, New Jersey.

Her new owner in 1910 was a Newark brewery, Lyon and Son. They renamed her c PRINCETON in May, 1910 and used her for passenger charters. It was the fashion of the times for breweries such as Jacob Ruppert of New York to use steamboats for excursions to amusement parks they controlled or had some interest in and where their product was extensively quaffed. PRINCETON ran to Glen Island for Lyon and Son.

Lyon and Son did not own her long as on July 15, 1912, the McAllister Steamboat Company bought the PRINCETON and again she was renamed, this time as d ADONIS. McAllister had purchased the Starin fleet plying in the New York area and thus added

Below - A group of winter visitors aboard the ELIZA HANCOX pause at a landing on the St. Johns.



ADONIS to it. The resort, Glen Island, was located in New Rochelle until its closing in 1916, and this place was served by ADONIS.

Finally in February, 1919, ADONIS' final document was surrendered and she undoubtedly was scrapped after 56 years of tough service on a variety of waters.

* * * *

Also an Allison product, JOHN SYLVESTER #13185, was built in 1866 by Michael S. Allison at Jersey City. She was a rather well-known, wooden sidewheel vessel, 193 feet between perpendiculars, 207 feet overall in length, 30 feet wide and 50 feet over the guards. Her hold depth was 9 feet, 7 inches.

Her engine was a vertical beam having a cylinder 44 inches in diameter, with a ten-foot stroke. Murphy, McCurdy and Warden constructed this engine. She originally had two iron boilers, 7 feet in diameter and 27 feet long. Her tonnage was 495 gross, 338 net (latter as recorded after 1882).

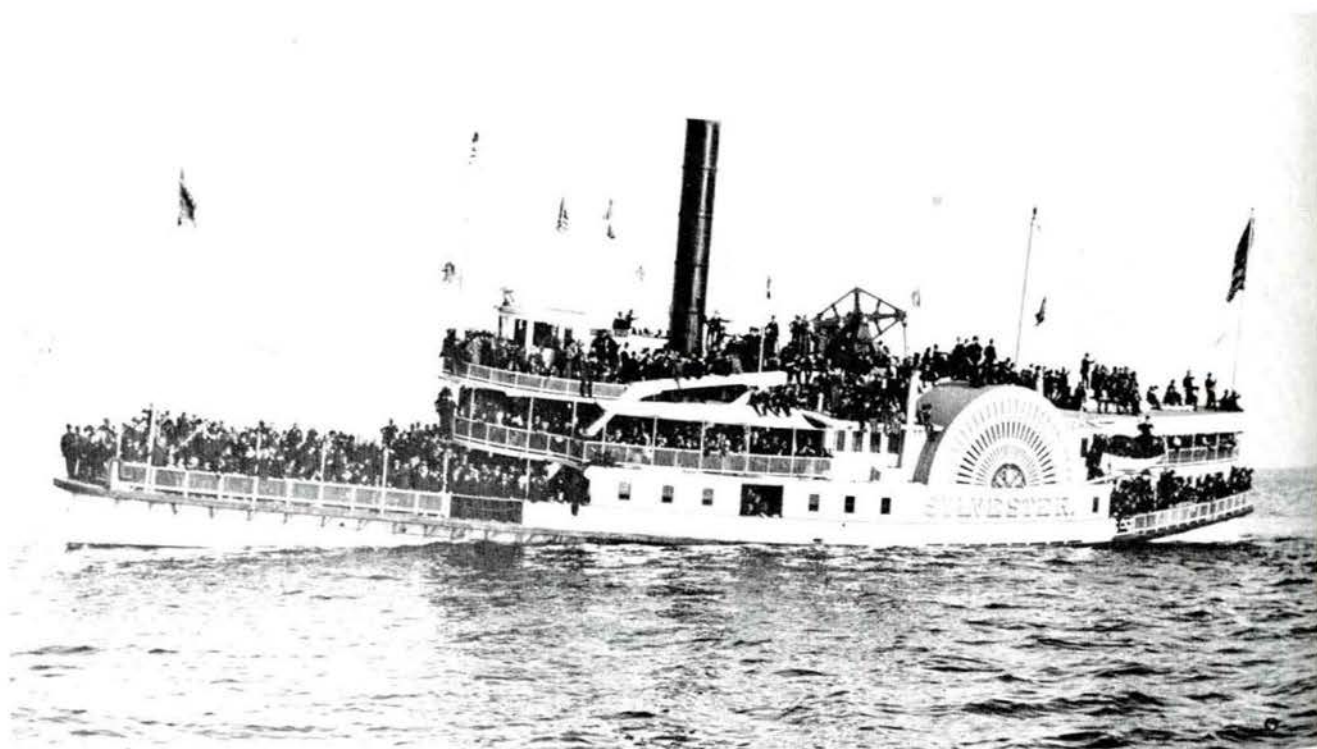
Built for the Post Line's daytime mail and passenger service on the Norfolk to Richmond, Virginia route, she started these trips in April 1866 and remained on the route until March 22, 1878. She held the speed record on the James River during

this period. Her time between Old Point Comfort and Norfolk was 34 minutes, the best on record. In early December, 1866, she towed the damaged THOMAS KELSO to Norfolk in company with the CITY OF NORFOLK. Her schedule called for a 6.30 a.m. departure from Richmond, 12 stops in between and Norfolk was reached at 1:30 p.m.

While on this service, she experienced at least two mishaps. One of these occurred in 1868 or 1869, when a steam chimney collapsed and a passenger's life was lost. The collapse was due to rusted socket bolts, however, the officers and owners were freed from blame as she was carrying 18 pounds less steam than allowed. Damage was \$250. On September 4, 1869, she collided with a schooner on the James near Norfolk, carrying away part of her promenade deck and staving a hole in the wheelhouse.

In June of 1878, she ran briefly to Coney Island and for three or four weeks in June and July of 1879, she ran on the Delaware River from Philadelphia to Lewes, Delaware. This run was discontinued in mid-July. After that, she reverted to the excursion business in the vicinity of New York City.

Below - An overloaded JOHN SYLVESTER as seen at a yachting race in eastern waters. Note blunt ferry bow for head-in docking.



For the next several years, she operated out of New York in the summer and some winters on the St. Johns River in Florida. In New York, she went to Newburgh, Sands Point and Bay Ridge, Long Island. Sometimes both the ELIZA HANCOX and JOHN SYLVESTER would be together in Florida; at other times only one or the other would sojourn south. As an excursion vessel, the JOHN SYLVESTER was allowed 1,000 passengers and an additional 250 by special permit.

Examples of JOHN SYLVESTER's routes around New York in 1880 were in April when the Bridgeport Line chartered her to run to Peekskill, and again in May, when she made her first trip of the season on Sunday, May 23, to Coney Island, leaving West 22nd Street at 9:30 a.m., 1:00 p.m. and 3:15 p.m. Return trips were at 11:00 a.m., 2:15 p.m. and 6 p.m. She also stopped at Leroy Street and Pier Number 2, North River, coming and going. In November, 1880, she took the place of the LAURA on a Bridgeport, Connecticut route while the latter was being repaired.

Her first year in Florida was probably the 1879-1880 season, as noted in the Nautical Gazette. She was also in Florida in 1880-1881 and in October, 1881, was found at the Yorktown Centennial celebration with COLUMBIA, CITY OF CATSKILL, ELIZA HANCOX, CITY OF RICHMOND, ST. JOHNS, MAGENTA and ORDNANCE.

In 1882, on June 3, when the JOHN H. STARIN broke her rudder chain near Hell Gate, the JOHN SYLVESTER came to her aid and removed the passengers. In 1882, she ran to Glen Island at New Rochelle in company with the LAURA M. STARIN and SAM SLOAN. In 1882-1883 she was also in Florida for the winter season, arriving there in November.

The year of 1883 saw JOHN SYLVESTER running to the Rockaway Iron Pier and daily to Newburgh in July and August. That fall she departed again for the winter season in Florida. In 1884, the Allison Works constructed a spoon-shaped bow on the JOHN SYLVESTER, thereby fitting her for her new role as a ferry to the north shore of Staten Island. Some of her 1884 companions were ADELPHI and CHANCELLOR.

Also in 1884, starting in April, she was chartered to go the Sands Point hotel on Long Island Sound. A "beer baron" had leased the hotel and hoped to make it a

rival to the successful Glen Island resort. By July, the attempt had been abandoned and JOHN SYLVESTER no longer was chartered to the Sands Point venture.

In January, 1885, vessels on the Staten Island ferry run were JOHN SYLVESTER, MAGENTA, ALBERTINA and F. P. JAMES, so the JOHN SYLVESTER never ventured to Florida for the winter. In June, 1885, her ferry companions were BAY QUEEN, RIVER QUEEN and MAGENTA.

Unusual assignments developed in 1886 for the JOHN SYLVESTER. In June, she carried spectators to the Atlantic Yacht Club Regatta. For the rest of that summer, she made a circle tour around Staten Island, part of the trip was concerned with taking passengers to see Buffalo Bill's Wild West Show. On July 4th, her "Buffalo Bill" companions were the THOMAS A. MORGAN, SOUTHFIELD, NORTHFIELD, WESTFIELD, MIDDLETON and FLORENCE. The MAGENTA, PINTO and THOMAS P. MAY also ran to the show from Newark.

On Saturday, July 19, JOHN SYLVESTER made her last trip to the "Wild West" and to Staten Island. In October, she was laid up with ELIZA HANCOX and GENERAL SEDGWICK, but by November, she had gone to Florida and was running on the usual route between Jacksonville and Palatka. In May, 1887, she returned from Jacksonville to New York via Charleston in 14 days.

She ran to Erastina, Staten Island that summer and in September and October for a few days carried spectators to the VOLUNTEER-THISTLE yacht races for \$2 each. An inspection, perhaps for insurance purposes, in October, 1887 indicated that she was valued at \$20,000 and also needed a new boiler. She was also described as having a steam fire pump, 300 feet of hose, 36 fire buckets and two hand force pumps.

During the first part of October, she was cleared for Florida under Captain H. B. Post, and while there, ran regularly from Jacksonville to Palatka. She set a speed record also in 1887 (exact date unknown) of 4 hours and 15 minutes from Palatka to Jacksonville, the fastest known on record for the 75-mile distance.

The JOHN SYLVESTER returned north in May, 1888, again via Charleston. In June, she was running to Rockaway. In May, 1889, she went on the Bay Ridge route. Her paddlebox lettering was also changed

TIME TABLE.
SEASON OF 1899.



STEAMER

John Sylvester,

TO

Midland & Beach,

STATEN ISLAND.

LEAVING BATTERY PIER EVERY DAY.

All Water Sail to

MIDLAND BEACH,

STEAMER

John Sylvester,

FARE, ROUND TRIP, 25 CENTS.

Leaves Battery Pier New York, Daily at	Leaves Midland Beach Staten Island, Daily at
11.45 a.m.	1.00 p.m.
2.20 p.m.	3.30 "
4.45 "	6.00 "
7.20 "	8.30 "

Last Boat for New York 11.30 p.m.

Midland Beach Excursion Co.,

INCORPORATED.

87 DEY STREET, N.Y.

Freight received at Pier 6, North River, morn-
ing trip only.

in May to reflect both words of her name - JOHN and SYLVESTER - in equal size lettering. Prior to this, "SYLVESTER" was in quite large letters and "JOHN" in small, almost illegible letters. In August, 1889, she ran into the tug, ASSISTANCE, in New York harbor, but with only minor damage of \$150 to herself. By November, JOHN SYLVESTER had sailed for Florida under Captain John Post to remain for the winter.

She returned toward the end of March or in April of 1890 and was to run once again from the Battery to Bay Ridge as part of the Staten Island ferry system. Data is limited on her for the rest of the 1890's, but she was in Florida for the 1894 season. Shortly after this time, however, she discontinued her Florida trips. The steamboat business was on the decline there due to railroad completions on competing routes.

She was at New York in mid-May, 1896, and ran on the Potomac starting in late May (Washington D.C. to Colonial Beach, Virginia) as opposition to the JANE MOSELEY. On September 29, 1896, she was extensively damaged in a hurricane at Washington. The GEORGE LEARY broke loose from her moorings and damaged eight ves-

sels in all. A few days later, she left Washington under Captain Henry B. Post.

In 1896, deaths in the Post family changed some of the ownership, and in 1897, or by 1898, she finally moved out entirely from Post ownership.

In late 1901, Captain Anning Smith acquired her, and during the winter, extensive changes were made. The second deck was carried forward to the bow and the bow was converted back to the original steamboat-type bow. The first deck rail, formerly filled in with wire net, was rebuilt as a solid rail. Also in the summer of 1901, her run was on the Delaware between Trenton and Philadelphia, but she was libelled in the fall for damages to the yachts WANDA and SUSQUEHANNA and tied up in the Erie Basin.

The early years of the new century saw her making Sunday excursions; in 1902, to Roton Point; at Bridgeport in 1903; running between Newark and Dreamland in 1904; and in September, 1904, to Norwalk and later on to Rockaway. In 1905, she initially was on the Norwalk route, but in August, she ran to Rockaway with RICHMOND, ROSEDALE and ISABEL. In 1906, she was on the Rockaway Beach route. In April, 1907, along with ROSEDALE, she was chartered for

the Jamestown Exposition celebration, and in August, was back running to Rockaway. She was listed as doing a good excursion business in 1909. Her home port from 1904 to 1908 was Bridgeport, Connecticut.

The second decade of the 1900's saw her snagged off Bergen Point in 1911, about the first of August, but she was refloated safely. The next year, on September 2, she collided with a barge in tow of the tug S. O. No. 1 (Standard Oil No. 1) and had her stern twisted and her bow damaged. In 1913, she was listed as being on the Rockaway route, and in 1914, her home port was Bridgeport. About 1914, she went to Baltimore for the Rock Creek Steamboat Company as a replacement for their STARLIGHT a GRANITE CITY which burned in mid-April, 1914. This was her exit from New York waters.

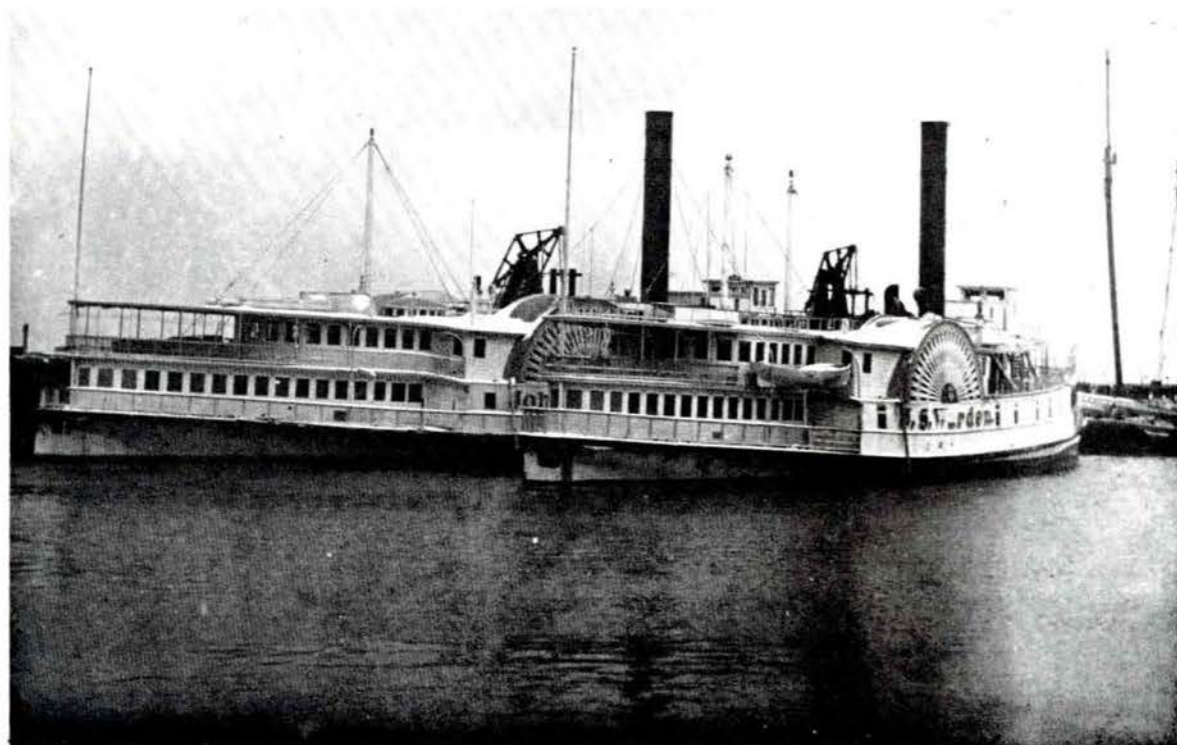
She made excursions to Rock Creek, including some to Brown's Grove, and was renamed b STARLIGHT in 1915. She was easily identified at night as she had an

illuminated star mounted on her engine beam which "rocked" back and forth as the piston worked. She was later named c FAVORITE on May 28, 1925. As both STARLIGHT and FAVORITE, she carried excursionists in the Chesapeake Bay area. As FAVORITE, she was owned by George W. Brown of Baltimore.

In 1916, her crew consisted of 18 men, her indicated horsepower was 484, and her home port was Baltimore. She ceased to run by the 1929 season as she had sunk at her wharf in Rock Creek after being laid up for some time. She completed some 65 years of service!

* * * *

Not only is it difficult to imagine that these two fine wooden steamboats completed over 12 decades of service, but that they served on such a variety of routes and over so many waters. They were built well and served well.



Above - JOHN SYLVESTER (inboard) and the J. S. WARDEN (outboard) in winter quarters. Note snow on top of decks.



Above - JOHN SYLVESTER sunk off Bergen point, New Jersey, August, 1911. Below - Annual 1887 pass for the St. Johns River Fast Day Line issued to Colonel Hubbard L. Hart (Ocklawaha River steamboat owner).



St. Johns River Fast Day Line.

== STEAMERS ==

John Sylvester and Eliza Hancox

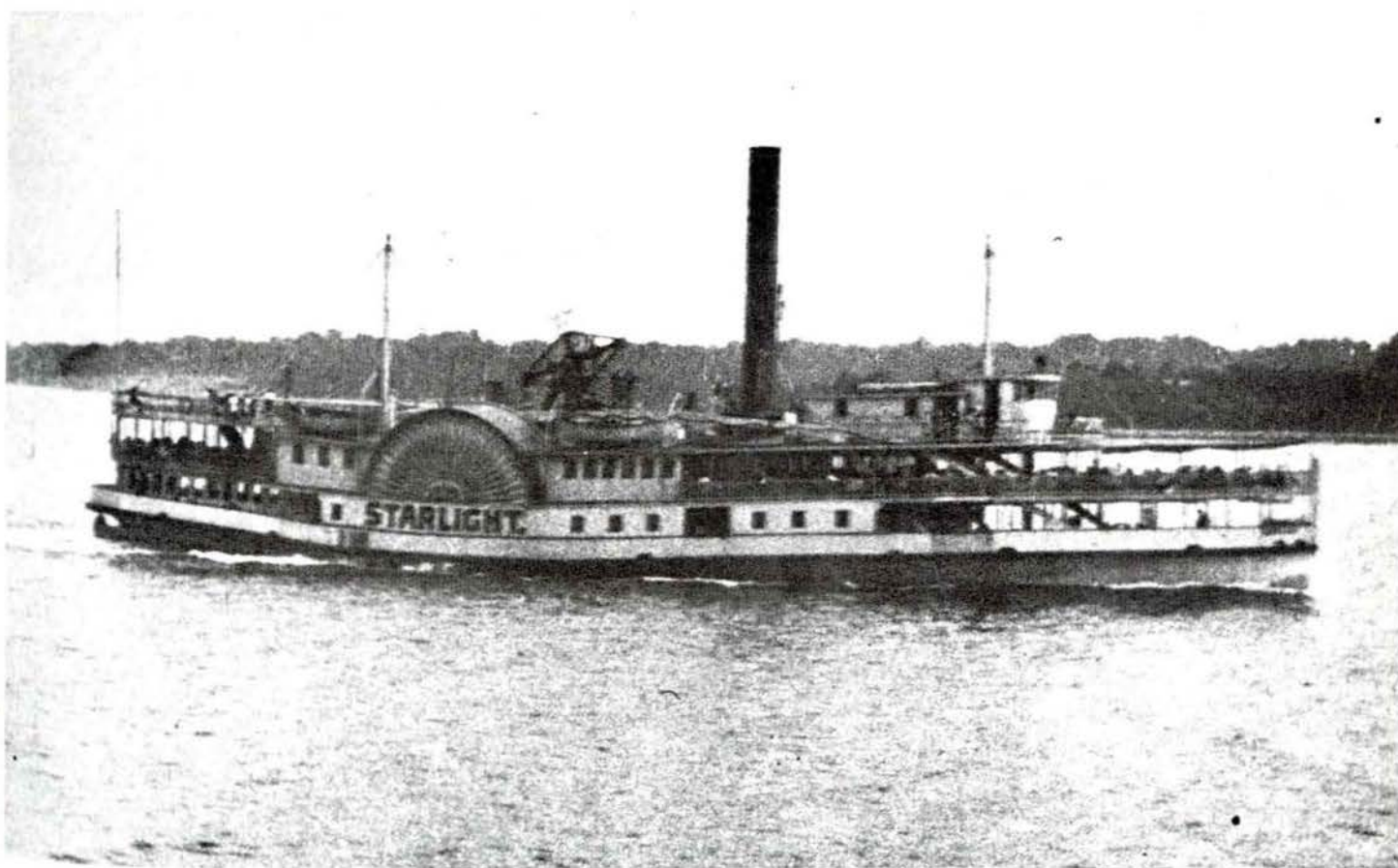
Pass *Col J. H. Hart and Wife*
1888

On Acc't of

UNTIL DEC. 31, 1888, UNLESS OTHERWISE ORDERED.

[Signature]
GEN'L AGENT

Above - 1888 pass for complimentary travel on the ELIZA HANCOX and JOHN SYLVESTER. Below - JOHN SYLVESTER as STARLIGHT, note "star" mounted on walking beam engine frame, illuminated at night.



The Great Race

The most celebrated steamboat race of all time is generally regarded as the controversial one that occurred in 1870 between the ROBERT E. LEE and the NATCHEZ. Taking place on the Mississippi River, to this very day, arguments ensue as to which vessel really won the race from New Orleans to St. Louis.

In today's times, the steamboat racing tradition is carried on by some of the very few remaining United States paddle-wheelers as the DELTA QUEEN and the BELLE OF LOUISVILLE race each spring at Louisville, Kentucky during "Derby Week", those delightful days immediately preceding the Kentucky Derby. By this act, an old tradition is continued and an event is provided rivalling even the Kentucky Derby.

Not nearly so well known, however, and probably completely forgotten today, was an exciting race between the H. T. BAYA and the JOHN SYLVESTER that happened in January of 1883 on the St. Johns River.

A few years before the railroads were to dominate and carry most of the winter vis-

itors, the St. Johns River was the scene of frenzied steamboat traffic as private enterprise came to the fore and rivalry on the river was paramount. The H. T. BAYA and the JOHN SYLVESTER were to compete against each other in as thrilling and close a race as might ever have been held.

The H. T. BAYA was a spanking brand-new craft that had just arrived in Jacksonville after Christmas of 1882. The H. T. BAYA had been recently completed in Philadelphia, commissioned by Hanaro T. Baya and named after him. Baya's steamboat business had a decided southern flavor and his vessels were prominent upon the river.

On the other hand, the JOHN SYLVESTER was an older vessel that was owned by the Post Line, an ownership dominated by the northern Post family. As competition to the Baya Line, the Post Line was a lusty competitor with their JOHN SYLVESTER and her running mate, the ELIZA HANCOX.

These two vessels usually came from the north in the fall for the winter tourist





Preceding page - JOHN SYLVESTER en route to Staten Island. Left - Hanaro T. Baya, owner of Baya's Line. Below - Flyer for 1880s duo of SYLVAN GLEN and JOHN SYLVESTER.

season based in Jacksonville and spent their summers in the excursion business in eastern waters. They were truly fine palatial excursion vessels of the type once so common around New York harbor.

The H. T. BAYA was a wooden, 205 foot-long sidewheel vessel of 669 tons. Her vertical-beam engine had been built by Neafie and Levy and had a single cylinder some 52 inches in diameter with a 10-foot piston stroke. The H. T. BAYA was 32 feet wide, and she had a 9-foot depth of hold. The vessel was built in the City of Brotherly Love by B. G. Hillman and was launched in September of 1882.

The JOHN SYLVESTER had been constructed some 16 years earlier in 1866 at the famed Allison works at Jersey City, New Jersey. Allison was one of the best known steamboat builders on the east coast and his durable vessels included some well-known craft, such as the ever-to-be-esteemed MARY POWELL and the JAMES B. SCHUYLER. The JOHN SYLVESTER was a wooden sidewheeler, 193 feet long between perpendiculars, some 207 feet overall, 30 feet wide and 50 feet over her sidewheel paddlebox area. Her hold was 9 feet, 7 inches deep.

The JOHN SYLVESTER's engine was constructed by Murphy, McCurdy and Warden and was of the vertical-beam type with a 44-inch cylinder diameter and a 10-foot piston stroke. She was of 495 gross tons and 338 net.

Comparing the two vessels, of course, it should be noted that the H. T. BAYA was the longer vessel by some 10 to 12 feet, was of considerably more tonnage and had more horsepower due to the bigger engine. Presumably, she should have been more efficient or speedier due to these characteristics, but she had not been "fine tuned", was still somewhat stiff and ac-

cordingly, no means as limber as the aging JOHN SYLVESTER.

The JOHN SYLVESTER was a finely tuned steamboat and had a well deserved reputation for speed. On a consistent basis, she made the best steaming times between Palatka and Jacksonville. The JOHN SYLVESTER, being of lesser draft, was undoubtedly more adaptable to St. Johns River conditions than was the H. T. BAYA.

Colonel Baya was a veteran of the Civil War (Confederate cause) and had an intense amount of southern pride while Captain Post and his family were ardent northerners and hence deemed to be interlopers and newcomers to the area. Thus, the significance of the race was substantially more than that of one steamboat competing against the other for supremacy on the river.

ST. JOHNS RIVER FAST LINE

STEAMER
JOHN SYLVESTER
AT 9 A. M.

STEAMER
SYLVAN GLEN,
AT 2:30 P. M.

FOR
MAGNOLIA,
GREEN COVE SPRINGS,
ST. AUGUSTINE,
and PALATKA.

Connecting with day-light and evening boats for Sanford and usual landings. Up-river boats every evening from Palatka.

Stop Over on all Tickets

And Good Until Used.

Excursionists have five hours at Green Cove and Magnolia, returning same evening at 6:20 P. M., in time for meals at the hotels.

FOR INFORMATION AND TICKETS, APPLY TO

C. V. H. POST, Gen. Agt.,

ASTOR WHARF, FOOT OF HOGAN STREET.



Above - SYLVAN GLEN, awnings in use, as seen in northern waters.

It was north against south once again! Colonel Baya felt that it was his duty to provide a craft that could defeat his arch rivals and he had even especially commissioned the H. T. BAYA in part to get a vessel that could effectively compete. One of his earlier acquisitions, the SYLVAN GLEN, was just not up to outdoing the JOHN SYLVESTER, hence the eagerly awaited advent of the H. T. BAYA.

The chief source of information about the race is derived from the Jacksonville Florida Union's account of it in their January 9, 1883 issue.

The race was apparently "won" by the H. T. BAYA, but there was more than a hint of inconclusiveness about the process.

On Monday, January 8, 1883, in the evening when the H. T. BAYA and the JOHN SYLVESTER pulled up at their nearby piers with their steam apparatus apparently exhausted, it was concluded by the unknown Florida Union writer that, "the most exciting race in the history of the St. Johns River had ended." It was indicated that, "nothing in (his) recollection ever stirred Jacksonville more than this long expected race between the two well known and popular steamers".

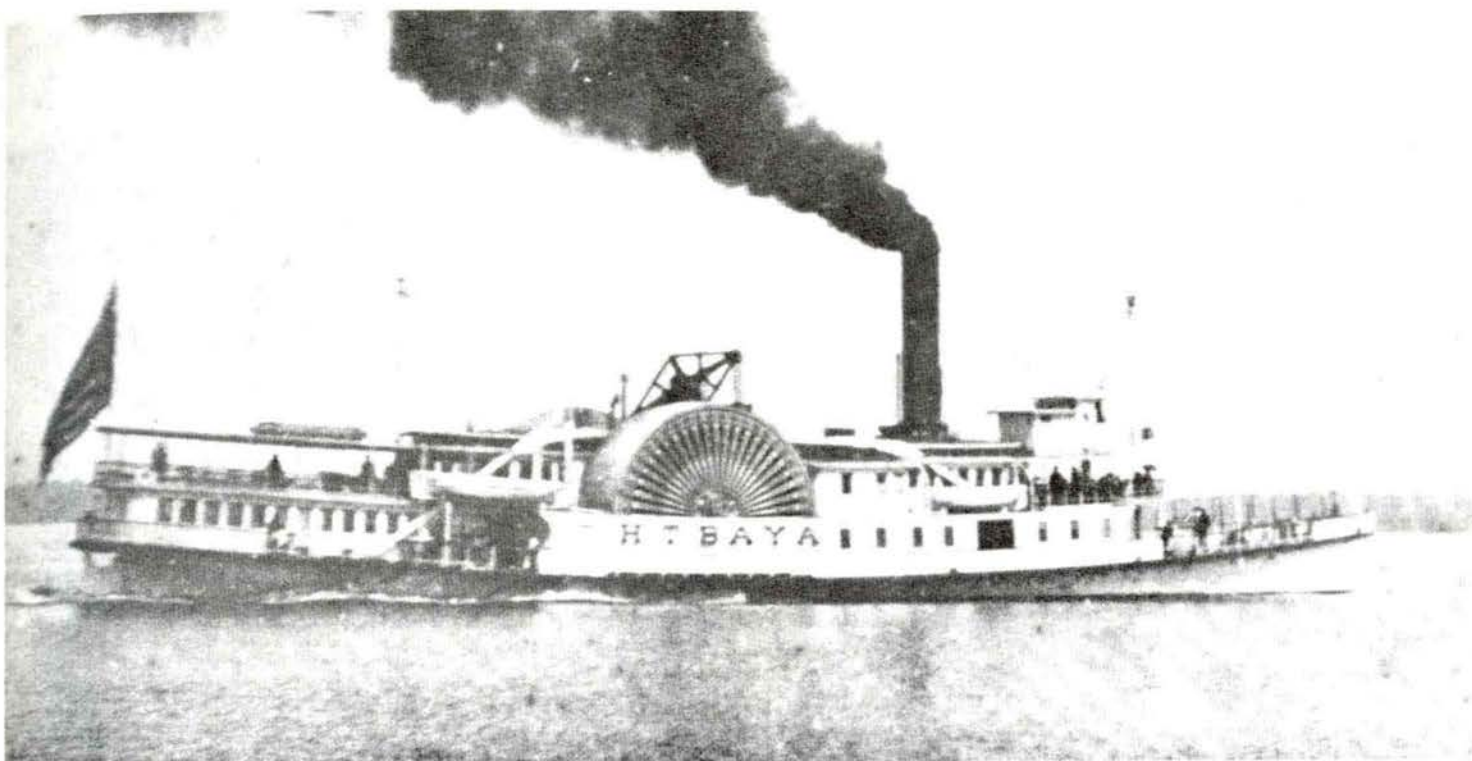
On Monday morning at 9 o'clock, cheered on by the thronging, shouting audience crowding most of the piers fringing the St. Johns (about in the vicinity of present Main Street from City Hall to the Independent Life Building), "the two racers of the river started out fresh, grace-

ful and bouyant, nose to nose, each confident . . . yet cautious . . . cheer after cheer rent the air as the two steamers reached Grassy Point with no change in their relative positions."

Apparently at that instance, "the H. T. BAYA gained a slight advantage, which was greeted by cheers by its friends . . . but there was still scarcely a notable difference between the two vessels. The two splendid vessels settled themselves squarely down to the stern uncertain struggle . . . and thus finally went out of sight, their sterns parallel and their walking beams keeping time, side by side." Those at the crowded docks still cheered them on even as they rounded the curve of the St. Johns at Point LaVista.

By the time the vessels had arrived at Remington Park, the H. T. BAYA was about a half length ahead, but at that point, the JOHN SYLVESTER came up alongside and laid her wheel rather "affectionately", as the writer put it, "alongside the wheelhouse of the BAYA and in this familiar fashion the twain proceeded as bosom friends with locked arms to the buoy at Green Cove Springs, turned sharply there and headed for the dock with not a ray of daylight showing between their sides and their passengers shaking hands across the guards of the rival-welded steamers."

As the unknown writer described it, "This was the most exciting part of this most exciting race. If the boats had kept their straight course, as it appeared they would do, they would have knocked the dock and the people into the river. Each boat was trying desperately for advantage here."



The BAYA on the right hoped to crowd the SYLVESTER off to the left of the dock and take possession. The SYLVESTER, however, threw her guards above the BAYA, gave her rudder a sudden turn to starboard, and threw the BAYA off the dock to shoreward, and the SYLVESTER thus took the dock."

Obviously, the H. T. BAYA had been out-manuevered at this point, but she countered by quickly throwing her mailbags ashore and backed out without actually making the landing and was a clear one half mile ahead by the time her rival was leaving the dock.

It should be pointed out that the H. T. BAYA had had her sides above her guards and forward of her wheel on the port side stove in during the side-to-side "locked together progression" of the two boats between Remington Park and Green Cove Springs. The JOHN SYLVESTER's starboard guard had been elevated by moving the passengers and the chain box to the port side thus raising her heavy guard and then smashing it into the H. T. BAYA's framework as the passengers went to the other side and the chain boxes were moved to the starboard side.

The H. T. BAYA's framework was damaged, and the cookhouse, stove, dishes and all prospects for dinner were thus destroyed. Each side blamed the other. The H. T.

BAYA carried 56 passengers and they signed a statement fixing the blame on the JOHN SYLVESTER, but the writer noted, "it is hard to get an impartial judgment from anyone." The damage to the H. T. BAYA was estimated at from \$100 to \$250.

After leaving Green Cove Springs and proceeding to Tocoï, the H. T. BAYA kept her lead and was leaving the Tocoï pier when the JOHN SYLVESTER was arriving. The H. T. BAYA reached the Palatka wharf at 1:29 p.m. only five minutes ahead of the JOHN SYLVESTER. At Palatka, the two boats were greeted with the firing of cannon and great shouting. Crowds visited the H. T. BAYA during her short stay and greatly admired her.

At Palatka, it was found that the miniscule supply of coal put on board the H. T. BAYA at Jacksonville had given out and accordingly, she had a maddening wait until she had replenished her bunkers. Meanwhile, the JOHN SYLVESTER, which had fallen behind because she had made the complete landing at Green Cove Springs, came up and in turn, docked at Palatka. She then started on the return trip to Jacksonville ahead of the H. T. BAYA (16 minutes according to the H. T. BAYA's people and six minutes according to the JOHN SYLVESTER's people). Thus, the JOHN SYLVESTER led the way back to Green Cove

Springs by several miles. At the Green Cove Springs landing, however, the H. T. BAYA did not go in, and consequently, got ahead of the JOHN SYLVESTER, which made the landing. The H. T. BAYA, because of this strategy, led by four lengths, which lead she maintained until she came in ahead by about the same margin in Jacksonville at the finish of the race.

In Jacksonville, about a "half hour before the arrival of the boats, their respective docks were thronged with a pushing, 'scrounging' mass of eager people. When a red light came into sight up the river, a cheer rent the air that was not allowed to subside until the jubilant sky rockets of the JOHN SYLVESTER, this side of Grassy Point, showed the letters H.T.B. on the leading boat. Then the scene that followed baffles description. Shouts and yells and hurrahs, benedictions, congratulations, explanations, vociferations, and every demonstration known to human excitement from the schoolboy who shouted 'BAYA' to the gentleman who hallooed for 'de JOHN' and from the ecstatic jubilation of the BAYA men to the philosophical expres-

Preceding page - H. T. BAYA, only known photo. Below - JOHN SYLVESTER at Magnolia wharf on the St. Johns. Next page, View of JOHN SYLVESTER, shows ferry bow.

sion of the small urchin who viewed the BAYA's broken bulkheads."

Then the question arose, who really won? Even today, similar to the race between the NATCHEZ and the ROBERT E. LEE, which occurred over 11 decades ago, it is still not clear. The H. T. BAYA advocates, of course, claimed it as a clear victory, as did the JOHN SYLVESTER men. The friends of each boat, of course, could not agree.

Colonel Baya was greatly cheered by the race results. He claimed that the H. T. BAYA could beat the JOHN SYLVESTER in a fair race, and he pointed out that the H. T. BAYA's machinery was new and the engineers did not know exactly how to manage the engine, especially in shallow water and it certainly would require several trips before they would fully understand the river.

Also, the H. T. BAYA was carrying a large number of passengers and did not have a chainbox or something heavy like that to shift from side to side to steady the vessel. He noted that at times when passengers went to one side or the other, the steamer would list over and consequently, was almost entirely dependent on just one sidewheel for her power. He thought the boat would improve in speed every day.



On the other hand, Captain Post of the JOHN SYLVESTER, was very confident. Of course, he claimed a victory because of the fact that the H. T. BAYA did not make the Green Cove Springs landing completely and said he was not surprised at this strategy, thus throwing an insult at the H. T. BAYA. He also claimed that he only carried 30 pounds of steam during the trip and could have passed the H. T. BAYA several times if the H. T. BAYA had not cut in on him and tried to crowd him out. He stated that he was willing to stake money on a fair race at any time.

A Mr. Linton Martin, who participated in the race, thought the H. T. BAYA was the faster boat, and in time would certainly prove it. An unnamed steamboat man, who watched the race, thought the JOHN SYLVESTER would have easily won at any time she wished. The reported concluded, "these are the shades of opinion that prevailed on the streets last night and the upshot of it all is that neither boat won yesterday's race and they both knew it and neither side will ever be satisfied until a fair, open race without any landing is

made to Palatka and back on a straight stretch, the foremost on the home stretch to win. To tell the truth, this is what the boats ought to do at once and quit racing, which however exciting, it is in a large degree dangerous and improper."

The Times Union went on to say that, "the SYLVESTER is perhaps the best handled boat of the two. Captain Post is a perfect master of her movements and knows her like a book . . .

"The talk on the streets last night was that Captain (William) Crawford would have handled the BAYA better on this river than her new captain who is unacquainted completely with its channels. It was said that fully \$10,000 was 'up' on the race and most of this was declared 'off' until a more decisive race would take place."

The bright promise that the H. T. BAYA gave in this race was not to be realized, however, as she proved to be just too large for the river and was not able to negotiate the bends speedily. So after an indefinite period, she went to the New York area and until 1886, operated as a local excursion vessel on a mixed assemblage of routes.

In 1886, she was renamed b BAY RIDGE and as a passenger vessel capable of carrying 1,000 persons, took excursionists on fishing expeditions off New York each day. Later, she ran to Long Island. Finally in August of 1888, she was destroyed by fire at Glenwood, Long Island. As Samuel Ward Stanton, the famed marine historian, described her, "she was a beautiful boat and had a magnificent engine."

The JOHN SYLVESTER was an 1866 vessel that saw most of her service over six decades of life take place in New York waters, but she came to the St. Johns often in the winter and spent over 10 such tourist seasons in the south. Her last 15 years of life were spent in the Baltimore area and she was an excursion craft there through 1930, her last season of operation. She still holds the unofficial speed record (for steamboats) between Jacksonville and Palatka of just over four hours.



Western River Steamboats on the St. Johns



In the mid-1880's, Jacksonville was truly coming into its own in the dual capacity of "Gateway City" to Florida and as a leading winter resort for visitors from the frozen northern states. The state was well over the reconstruction period and tourists were streaming there, especially during winter months. The St. Johns River, of course, served as a principal distributor of passenger traffic and goods destined for the center of the state and the upper and middle East Coast of Florida.

Railroad building efforts in the "Sunshine State" lagged behind those of states further to the north. However, railroad mileage of a substantial nature was just coming into being in Florida as the 1880's commenced. Steamboats on the St. Johns filled in the missing links for the traveler who reached Jacksonville, either as

a railroad passenger from the north or via one of the Charleston or Savannah to Jacksonville and Fernandina sidewheelers.

The St. Johns had a rather impressive array of steamboats steaming upon it in the 1880's. Most of them were of the typical "Eastern" sidewheel type. Although this kind of vessel could be either a "day" or "night" boat, the day boat predominated. Most of the Eastern type were built at Wilmington, Delaware; Philadelphia or in the New York area. Cities such as Charleston and Savannah were shipbuilding centers although their products usually could not touch the northern-built craft for luxury and better-class machinery. The three southern cities of Charleston, Savannah and Jacksonville had several small shipyards and repair facilities to keep the busy river and coastal craft in good running order.

Seasonally, steamboat traffic picked up in late fall and did not let up until May. Although passengers were the chief prize, freight was also important and during the orange harvesting season, all available craft were pressed into service to bring the half-ripe fruit to Jacksonville for trans-shipment north.

News of this apparent bonanza in steamboating and the success of the DeBary-Baya Line penetrated to the midwest and several "Western River", or Ohio River-type craft were found converging on the St. Johns, their owners hoping to make their fortunes, but the majority, instead, suffered a far harsher fate. Rumors of "riches" to be found in Florida, coupled with railroad inroads along the Ohio River at this time, helped to induce some steamboat owners to take their vessels southward. These craft were of the "packet" type and could carry substantial freight loads, as well as accommodate travelers in overnight cabins.

As the Florida steamboat boom lasted only a few years, and competition was intense, remnants of these Ohio River-type craft were eventually formed into the Tourists and Shippers Fast Line for "self preservation" and for a last ditch fight against the other vessels and the ever-encroaching railroads arriving on the scene in Florida.

Going back in time . . .

One of the first Ohio River steamers that saw the St. Johns was the FANNIE DUGAN. She came to Florida rather late in her life as she had started out as an 1872 sidewheeler built in Portsmouth, Ohio. Her dimensions saw her being 165.4 by 28.4 by a 4.5-foot depth of hold. She had swinging stages, both fore and aft, one of the very few vessels ever so equipped. She was built for the Portsmouth-Proctorville trade on the Ohio for Captain John McAllister and named after the beautiful auburn-haired daughter of Thomas Dugan, a Portsmouth banker. For over a decade, she served on the Ohio before Florida beckoned.

Captain McAllister ran the boat and was her largest stockholder. Frank Morgan, who supervised the building of the boat, was clerk; with Carl Mace, of Burlington, as mate. In 1873, Frank Morgan sold his interest in the FANNIE DUGAN and started to construct the CITY OF PORTSMOUTH. Before this was completed, Captain McAl-

lister died, leaving the FANNIE DUGAN to his widow who placed Jack McAllister, brother of Captain John, in charge. When the CITY OF PORTSMOUTH was completed, she was placed in the trade in competition with the FANNIE DUGAN causing a steamboat war.

The women of one of the Portsmouth churches made a huge silk flag to be given to the steamboat winning a popularity contest. Votes in the contest were sold for one dollar each. Crews and friends of the boats worked hard in the contest, selling votes up and down the river. George Biggs, of Biggs Landing, Kentucky, was for the FANNIE DUGAN. He was so afraid that, when the votes were counted she would lose, that he voted fifty times!

When the votes were counted, the FANNIE DUGAN had won the flag, which waved from her jack staff as long as she was in the trade. Following the contest, the CITY OF PORTSMOUTH was placed in the Cincinnati and Chillicothe trade, leaving the FANNIE DUGAN unmolested.

In 1876, Mrs. McAllister consolidated her steamboat interests with others and formed the Portsmouth and Pomeroy Packet Company. The FANNIE DUGAN was placed on the route the company was named for and kept there until she was purchased by Captain Tucker and Captain Walker of Jacksonville, Florida in 1882. Captains Tucker and Walker were agents of Captain C. B. Smith of Jacksonville, the actual owner.

One of the most interesting events of the FANNIE DUGAN's career occurred when she was about to be inspected by these prospective purchasers, who were also to inspect the steamer CHESAPEAKE if they did not like the FANNIE DUGAN.

The FANNIE DUGAN left Gallipolis, Ohio about seven o'clock one morning, with Jack McAllister at the pilot wheel. He accidentally dropped a cigar he was smoking and it fell past the wheel and under the pilot house. Captain McAllister turned the wheel over to a young man standing in the pilot house at the time, while he crawled under the pilot house to retrieve the cigar before it set fire to the boat.

The river was high at the time and McAllister had the boat in the middle of the channel. His replacement swung the boat in toward the shore and did not know how to stop or to change the course. When

Captain McAllister realized the situation, it was too late to do anything except to ring the engineer to stop the engines. All was too late, and the FANNIE DUGAN buried her hull in the bluff bank. There was a sickening thud and then a moment of silence as she stopped and then slid slowly back into the river. Then there was the swish of water, telling that she was badly damaged and leaking. Freight had to be moved forward and aft to keep her from sinking.

When the boat was righted, she continued on her way down the river, stopping at Sciotoville to load sawdust, which was then forced into the hull to help stop the leaks. The FANNIE DUGAN arrived in Portsmouth just after supper on a Saturday evening, badly crippled. Most of the crew worked all that night on the hull, trying to repair the damages.

When the steamboat EMMA GRAHAM came in sight of Portsmouth on Sunday morning, it was known that the men sent to look over the FANNIE DUGAN and the CHESAPEAKE were on board, so all pumps were removed from the hold of the FANNIE DUGAN and all evidence of the accident covered up. However, when the EMMA GRAHAM landed, the buyers sent word that they would continue on to Gallipolis on the EMMA GRAHAM, at which place one of them would board the FANNIE

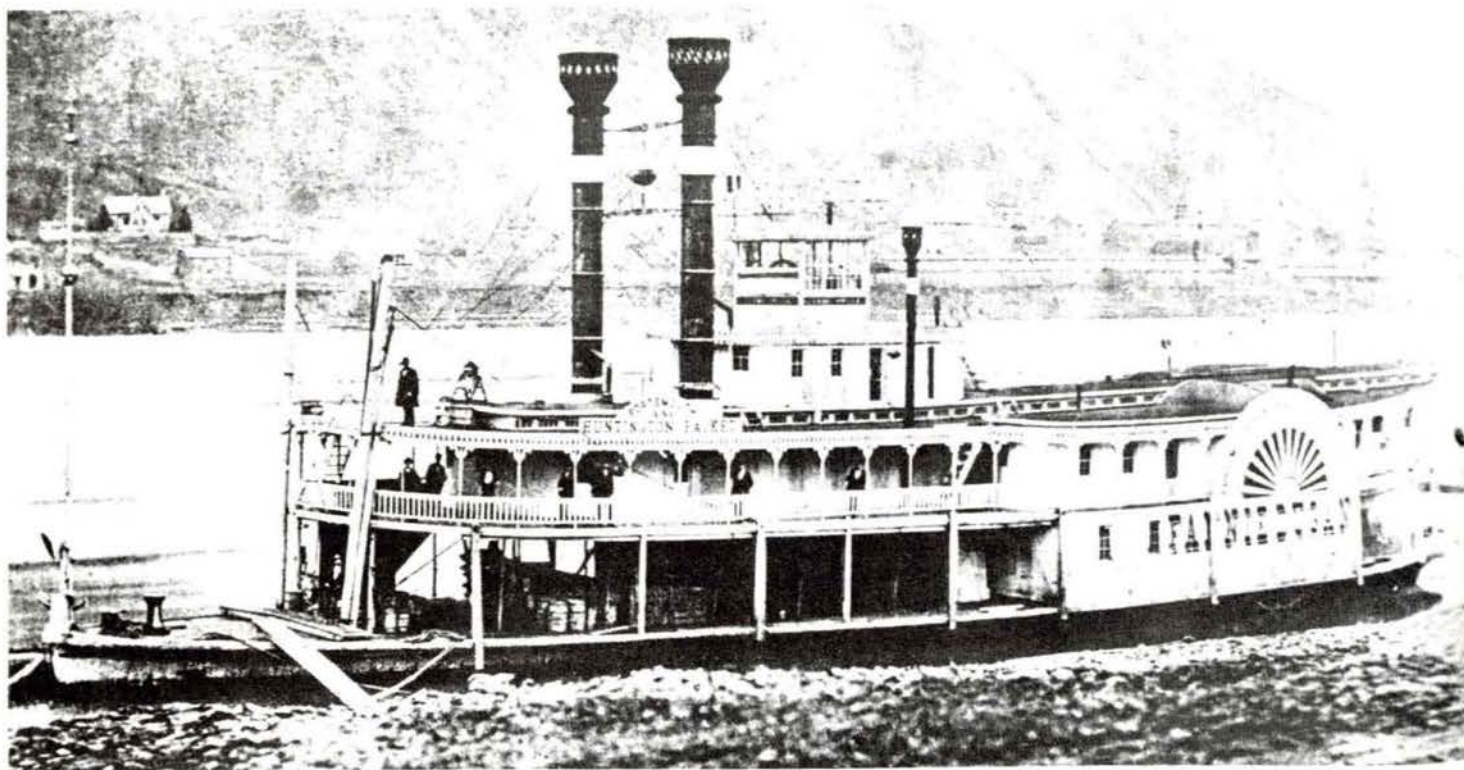
DUGAN and the other the CHESAPEAKE and they would buy the boat which proved itself as the fastest in a race upstream.

The FANNIE DUGAN's crew, of course, did not want to lose the FANNIE DUGAN, but the owners wanted to sell and their first duty was to them. So, for the sake of the owners and with pride and confidence in the FANNIE DUGAN, all worked to win.

When the FANNIE DUGAN reached Gallipolis, the CHESAPEAKE was already there; she had a full head of steam, so the FANNIE DUGAN's engineers got ready for the contest. The CHESAPEAKE had left the Gallipolis wharf before the FANNIE DUGAN landed, and it was seen that the CHESAPEAKE was in good racing order by the way she was 'scaping steam and by the fire from her funnels. The FANNIE DUGAN only touched at the wharf, and one of the buyers was there to jump aboard. He said that the CHESAPEAKE's crew acted like they were scared of the race, and of course, that made the FANNIE DUGAN's crew more confident.

As the race started, the FANNIE DUGAN played for all the advantage she could get

Page 76 - Depiction of a crowded salon on a western rivers steamboat on the St. Johns. Below - FANNIE DUGAN, shown here as an Ohio River packet before her career in Florida.



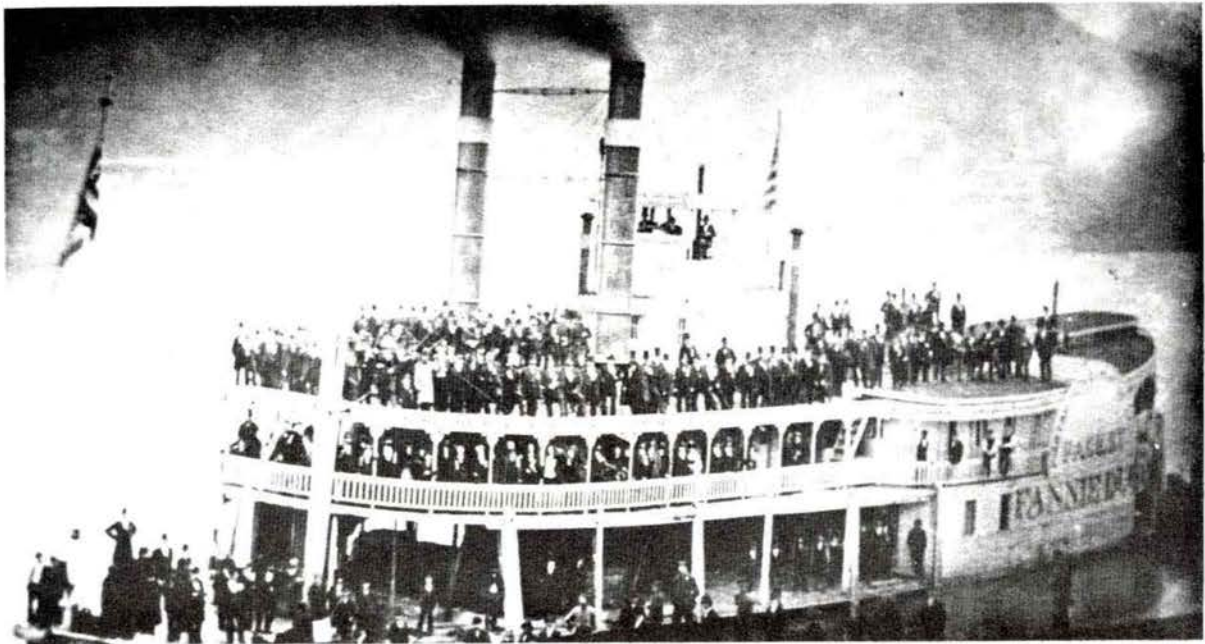
out of the slow current near shore. At Point Pleasant, she was closing the gap with the front-running CHESAPEAKE.

At Addison, Ohio, the FANNIE DUGAN nosed up on the rival steamboat and got past her stern. Then the race became really exciting! Both crews were yelling, the engineers pulled their levers and both boats leaped ahead fiercely. With one burst of speed, the FANNIE DUGAN was past her rival and had won!

Later she was turned over to Captain Walker and Captain Tucker and it was said

A few days prior to her departure for New Orleans, she advertized as having space available for freight destined to the Crescent City and many intermediate points. William Underwood was engaged as pilot and Roderick and William T. Moore were hired as engineers and placed under a year's contract.

The FANNIE DUGAN finally arrived at New Orleans at 7:15 p.m. on June 30, 1882, but it would take her until August to get to Jacksonville.



Above - A crowded FANNIE DUGAN on the Ohio.

that when the FANNIE DUGAN left Portsmouth, and as her bow turned downstream as if to say farewell to the Ohio, the FANNIE DUGAN's old crew stood on the bank for a last good-bye and there were few dry eyes.

The FANNIE DUGAN's selling price was either \$8,000 or \$10,000. She was sent to Covington from Portsmouth to have two fore and aft bulkheads installed the entire length of her lower deck so she could more safely journey to Florida. Some "open water" of the Gulf of Mexico had to be traversed, and the entire journey along the East Coast of Florida was made on the "outside", usually rather swiftly with the help of the north-flowing Gulf Stream.

Since the FANNIE DUGAN had cost about \$30,000 when new, she had depreciated about two-thirds at the time of her sale.

FANNIE DUGAN was to be owned in Jacksonville by the firm of (Jacob) Tysen and (Charles B.) Smith. Captain W.C. Faulkner was to be the coastal pilot to "bring her around."

The FANNIE DUGAN was a 175-foot steamboat in overall length and was 28 feet wide and over the guards or paddlewheel area, she was a hefty 48 feet. A side-wheeler, she was a light draft vessel and drew only 32 inches of water when not loaded. She supposedly had an oak hull.

The FANNIE DUGAN was described upon her arrival in Jacksonville as having a very handsome open saloon 120 feet long fronted by 30 furnished staterooms featuring two berths in each room. She was allowed to carry 120 passengers.

Unlike other steamers on the St. Johns, her staterooms opened both on the inside facing the saloon and on the outside fa-

cing the rail. She was powered by two non-condensing engines that had cylinders 14 1/8 inches in diameter. She had two iron boilers 24 feet in length by 48 inches in diameter. Supposedly, her boilers were still the original ones of 1872 and allowed for a steam pressure of 135 pounds per square inch.

After leaving the Ohio, she proceeded to New Orleans. However, the worst part of the journey was in getting from New Orleans to the St. Johns. This took a month and a day and an account of the journey is in the appendix in some detail as a log had been kept.

The August 8th Jacksonville Daily Union reported on the FANNIE DUGAN's passage as follows:

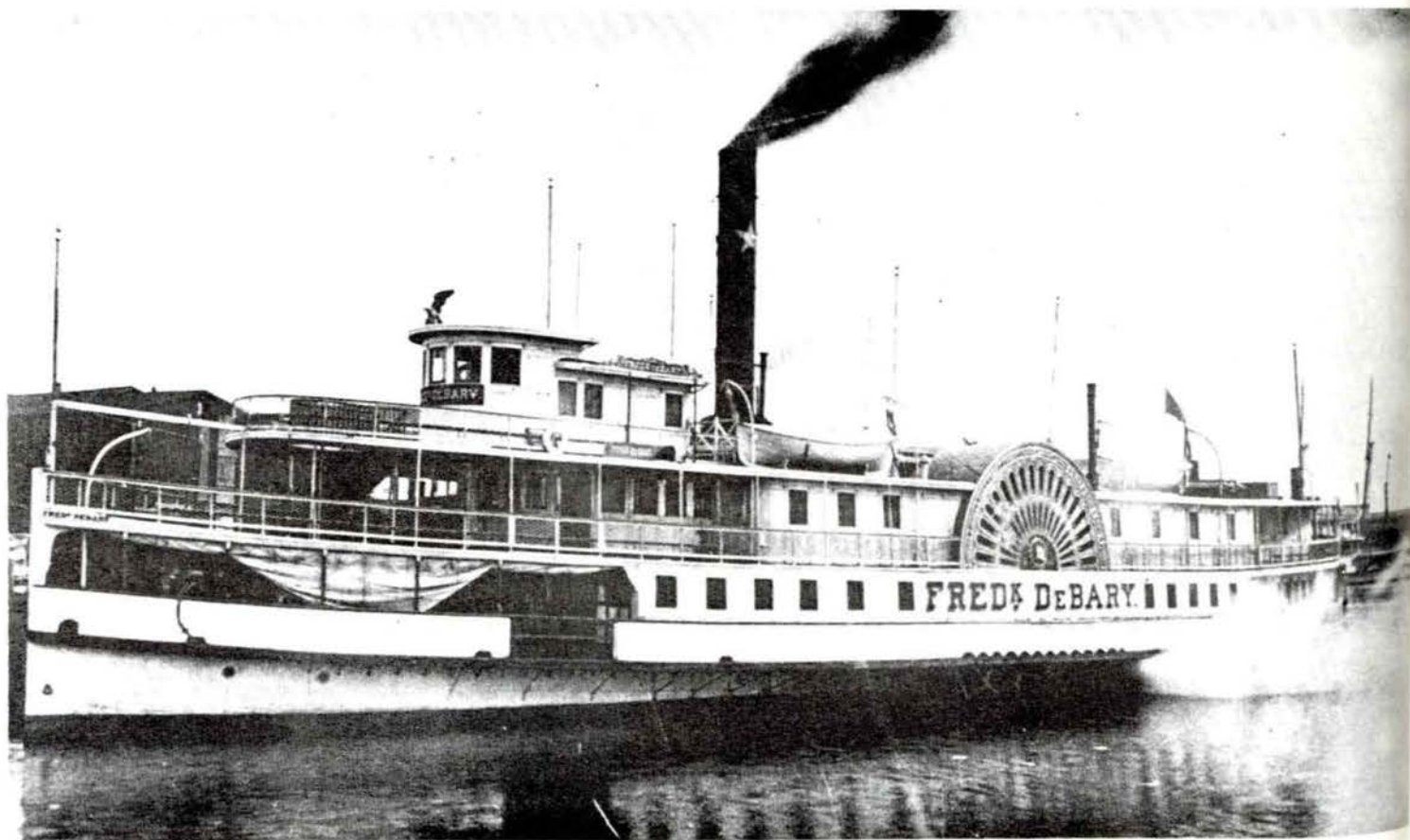
"She experienced some rough weather on the way but was fortunately in the hands of a competent and careful commander and arrived without being damaged to a very great extent. She presents a somewhat dilapidated appearance on account of the effect of salt water on the paint and the loss of planking in several places. She will be thoroughly overhauled, repainted, recarpeted and refurnished before going on her route between this city and Sanford."

Officers on board the vessel at the start of her St. Johns career were: John F. Rhodes as Captain; W. H. Squires as Mate; William Moore, Chief Engineer; Henderson Davis as pilot; and the purser was John A. Stead.

It took most of the remainder of August to refurbish the steamer but she was finally advertised on August 29 for her first trip for Sanford, Enterprise and other upriver points. Her schedule called for her to leave Tysen and Smith's wharf, foot of Ocean Street, on Mondays and Thursdays at 1:00 p.m., connecting with the railroads at Palatka, Astor and Sanford and with the steamers at the latter place for Lake Jessup, Salt Lake and Rockledge. Passenger accommodations were advertised as being the best on the river and the freight was taken at "low rates."

The initial Florida owners, Captain Charles B. and Mary A., Smith, were instrumental in bringing her to the St. Johns. She was a replacement for their CITY OF SANFORD, which was a Jacksonville-built sternwheeler which had burned off Point

Below - FREDERICK DeBARY, iron-hulled side-wheeler at Jacksonville wharf.



LaVista near Jacksonville in April, 1882 with a loss of eight lives.

Newspaper accounts through the next several weeks indicated that she had good freight and passenger service through the month of September. At that time, the FANNIE DUGAN was reportedly returning 10 percent on her cost per month!

Ownership after the Smiths reverted to the Tysen and Smith shipyard interests and W. W. Smith and G. E. Wightman of Jacksonville.

However, during the first week of October, she did have a collision with the FREDERICK DeBARY near Buffalo Bluff. Both of the commanders claimed that they were acting within the accord of the law and were doing everything in their power to avoid the collision. The FREDERICK DeBARY was not damaged greatly. One of the paddleboxes of the FANNIE DUGAN was stove in but the damage was estimated at only \$25.

Tysen and Smith also either owned or had a working relationship with another western river vessel, the BIG SUNFLOWER, which had been renamed JENNIE LANE. In December, 1882, the FANNIE DUGAN was advertised for three sailings a week, Monday, Wednesday and Friday at 1:00 p.m. on the Sanford-Enterprise route from Jacksonville. The JENNIE LANE, under Captain Thomas R. Payne, made the same trip on Tuesdays and Saturdays. Both vessels scheduled their return from Sanford to leave there in the morning after the Orlando train had arrived.

However, in late December, the Baya Line took delivery on their H. T. BAYA, a magnificent sidewheeler, and in early January, the DeBary Line received their CITY OF JACKSONVILLE. Since the independent Tysen and Smith entry was already competing with the H. B. PLANT, FREDERICK DeBARY, WELAKA, GEORGE M. BIRD and ROSA to Sanford and indirectly with the FLORA, ELIZA HANCOX, JOHN SYLVESTER, MAGNOLIA and PASTIME to Palatka, the addition of the two new crack steamers on their routes was a tough pill to swallow. The ARROW and SYLVAN GLEN also ran at times on these routes.

The FANNIE DUGAN countered with a rate reduction, advertising in early January, 1883, a lesser rate of \$3.50 to Sanford (cabin fare) and a \$5.00 fare including meals and stateroom. For \$8.00, a round trip was furnished including meals and

stateroom. A few days later, the JENNIE LANE adopted the same rate schedule.

The FANNIE DUGAN fared well during January even with the H. T. BAYA going to Palatka and the CITY OF JACKSONVILLE to Sanford and was reported as having good freight loads. On January 26, on the return trip from Enterprise, she had one of her guy wires caught in a tree and a smokestack was pulled over and considerably damaged, causing her to delay her upriver trip a few hours after the damage was repaired. The FANNIE DUGAN continued on as an independent until well into 1884, being laid up frequently for repairs, however.

In the spring of 1884, the DeBary-Baya Line bought the FANNIE DUGAN as a temporary replacement for their crack iron sidewheeler, the FREDERICK DeBARY, which had burned down to the water line in December, 1883. The FREDERICK DeBARY was towed to Wilmington, Delaware, for rebuilding and hence the need for the FANNIE DUGAN to take her place. The DeBary-Baya Line had talked about buying a new vessel, but decided to go with the FANNIE DUGAN instead.

The Florida Times Union occasionally reported news of the various steamboats and had this to say about the FANNIE DUGAN:

July 15, 1884	The FANNIE DUGAN has been hauled off the ways, was out of the water and after several months was ready to go back; some \$8,000 had been spent on repairs; new steel boilers, new painting and new beacon. The captain was William Lee.
Aug. 28	FANNIE DUGAN's crew was well trained in fire fighting. In 10 seconds they could get three streams of water going after sounding the alarm.
Oct. 10	On ways before going on Fast Line to Sanford with the CITY OF JACKSONVILLE as her running mate.
Nov. 2	Laid up for new wheels.
Nov. 18	Off ways soon; will take her place in the line.
Dec. 8	Yesterday morning, the FANNIE DUGAN arrived here having on board a colored deckhand from the PASTIME named King, who had been shot while that steamer was nearing Palatka on Friday evening. It seems that Captain

Richard Stewart had instructed the watchman, a white man named Welsh, to put King to doing some work on the boat. King objected and cursed the watchman and at the same time, drew a knife; Welsh drew a large horse pistol which was loaded with 16 shot and discharged the entire load into King's thigh, which, of course, completely disabled him. He is now at the Marine Hospital under the treatment of Dr. Mitchell.

- Jan. 15, 1885 On ways for repairs.
- March 12 Laid up temporarily.
- April 10 Advertised as running to Sanford.
- May 8 Carried Presbyterian Sunday School excursion up the river yesterday; made run to Green Cove Springs in two hours and 20 minutes.
- May 29 Captain is now George Washington Lee, formerly on the WELAKA.

The last days of the FANNIE DUGAN are not crystal clear but she was taken to the DeBary estate at present-day Debary, Florida, and left to rot. Her machinery was removed and salvaged. Official records list her as being broken up in 1886. Her roof bell was placed on the CITY OF JACKSONVILLE and was still there as late as 1922. A machinery shaft from her was salvaged in the late 1960's and is presently on exhibit at Blue Springs, Florida on the St. Johns.

The next craft to be taken to Florida was a vessel owned by that very well-thought-of Ohio River captain, Ed Maddy.

In the spring of 1884, speculation was rife along the Ohio that Maddy's fine CHESAPEAKE was destined for the St. Johns.

As background, in 1883, Captain Ed Maddy had just completed his second CHESAPEAKE. Knox's boatyard at Harmar, Ohio, constructed the 188 by 23 by 5-foot craft. She was built for the Parkersburg, West Virginia-Gallipolis, Ohio trade and replaced Maddy's first and somewhat smaller CHESAPEAKE of 1871.

The second CHESAPEAKE, a sidewheeler, had 36 staterooms, three boilers, and engines were of 16-inch cylinder diameter, 5-foot stroke. Her wheels were 20 feet in



Above - Captain Ed Maddy, master and owner of the CHESAPEAKE.

diameter with 15 arms and 10-foot buckets. She used coal on the Ohio, which was carried in the hold. Her gross tonnage was 225.95 in 1884.

The Cincinnati Times Star on February 7, 1884, indicated, "The Maddy Brothers propose to enter the CHESAPEAKE in the Cincinnati and Pittsburgh trade this season."

However, only two months later, the Cincinnati Enquirer indicated on April 5, 1884 that, "she will leave for points up the river at 4 p.m. today as far as Pomeroy. On her arrival at Pomeroy, Captain Maddy will have some necessary changes made in order to make a safe journey to Florida, as she is ordered to the St. Johns River."

On April 7 - two days later, the Enquirer stated, "The CHESAPEAKE had a fair trip in and out yesterday. Captain Maddy says he will take the CHESAPEAKE to Point Pleasant Docks, where all necessary repairs for the ocean voyage will be made, after which she will be loaded to her capacity with coal."

On the 12th, Milton Copley, a St. Johns area engineer, was en route to Point

Pleasant to check the CHESAPEAKE's machinery in preparation for the Florida trip.

On the 17th, the Enquirer stated that, "Captain Ed Maddy announces her to leave for New Orleans next Monday. She will take no freight, but carry only passengers. Will go through on express time as she is destined to the St. Johns River."

On April 23rd, the paper indicated that the CHESAPEAKE "passed down yesterday on her way to Florida. She had a number of passengers but took no freight, being coaled to capacity. Wash Tenley was the pilot with George Hughes as assistant; she was carrying but a single crew below Cairo."

We do not know much of her trip around the Gulf and the Keys and north on the Atlantic Coast but it was not as bad as that of the FANNIE DUGAN two years before.

The first Florida ads of the CHESAPEAKE appeared in early June in Jacksonville papers. Captain Maddy, for one of his first St. Johns trips, invited the Florida Times Union staff aboard for the trip to Sanford. They reported as follows:

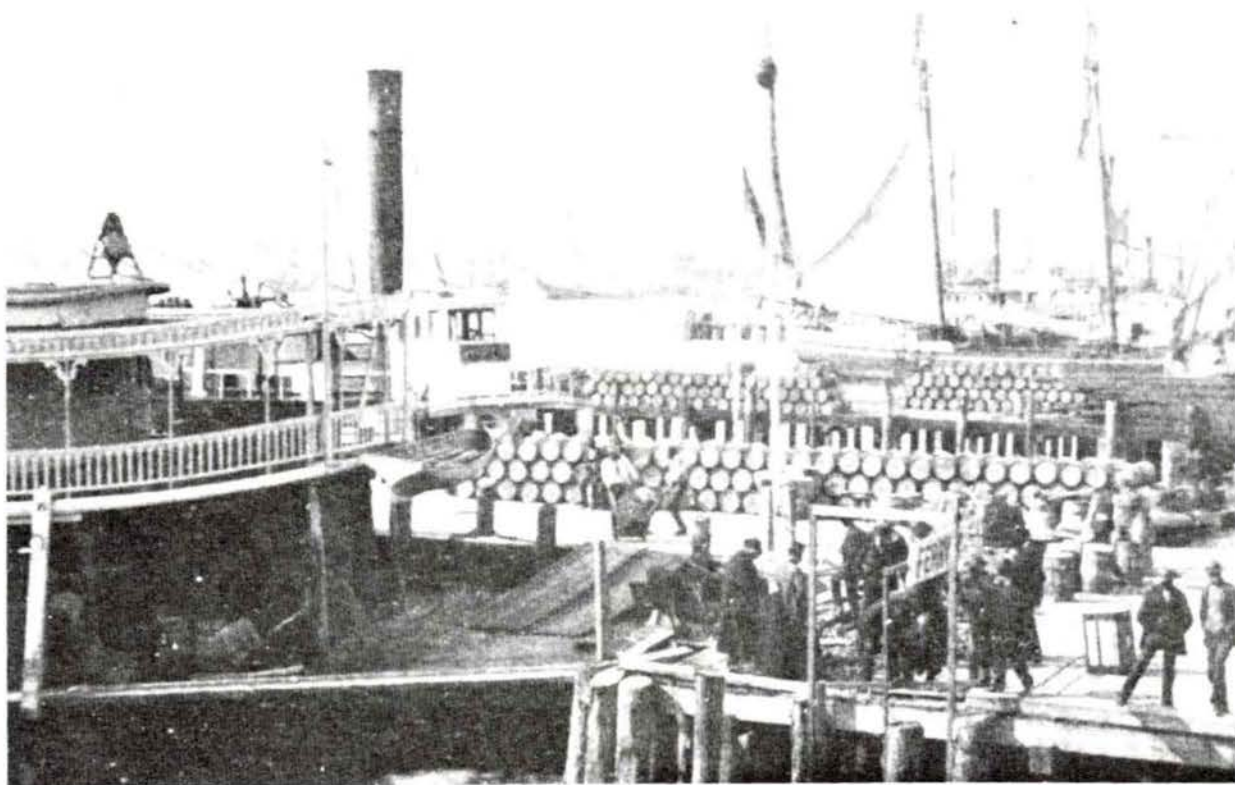
"The trip to Sanford - how Colonel Hart enlivened the CHESAPEAKE's voyage up the river. A Times Union representative a-

vailed himself of the courtesies extended by Captain Maddy of the CHESAPEAKE, and went up to Sanford Saturday evening, returning yesterday morning.

"He found the CHESAPEAKE to be one of the most elegant, commodious and comfortable boats he has ever traveled in, and her officers were the most accommodating he ever met. The Maddy boys (Captain Ed Maddy and his younger brother) are here to stay and it will take them but a short time to establish the reputation they long enjoyed on the Ohio, that of being among the cleverest and most polite set of fellows on the river. So much pleased were the passengers with the attention and treatment they received that thirty of them got together and formulated a series of resolutions expressing their appreciation and extending their thanks to the officers.

"Among the prominent gentlemen on board the steamer was Colonel J. E. Hart, the Jacksonville grain merchant, (noted) principally for the magnitude of the yarns he was continually spinning. The T. U. reporter listened while he told the admiring crowd gathered around him how once, when traveling up the river, the blind mosquitoes got so thick that the captain of the





Preceding page - Maddy's CHESAPEAKE at a Jacksonville wharf, circa 1885. Above - Busy wharf scene in Jacksonville in mid-1880s, CHESAPEAKE at left, freight ready for shipment.

vessel couldn't find the piles of the wharves on the river for them and therefore, couldn't make his landings, and believed him when he pointed out a strip of thick hammock and prairie and told how Walker Lund left the river and ran the VOLUSIA through and across it once to get ahead of a rival steamer, but when he got to tell a blushing young lady from the north how a floating island of water weeds was a raft of lettuce floating up to Jacksonville to market, he left in disgust.

"The reporter commends the CHESAPEAKE to the traveling public and suggests that he knows of nothing that would add to the many attractions save Colonel Hart's genial presence."

New boats often resorted to excursions to make their presence known and indeed, in the summer, they were frequently resorted to for relaxation and fund raising. A few days after the April 23rd article, the Public Library excursion was described.

"The Library Excursion - Moonlight on the St. Johns; Music, Dancing, Beauty and Gallantry. On Wednesday evening, notwithstanding that a heavy threatening storm

cloud hung over the eastern horizon, one of the largest and most elegant excursion parties ever brought together in this city assembled on board the commodious and handsome steamer CHESAPEAKE . . . At ten minutes to 8 o'clock the signal was given and the noble vessel merged into the middle of the river to the delightful strains of Prof. DeCunto's string band. The sail on the river was everything that could be desired. The clouds cleared off displaying a beautiful full moon; not a ripple was on the broad expanse of the St. Johns, while a gentle breeze tempered the atmosphere to render completeness to the auspicious occasion. The electric lights throughout the steamer, together with the handsomely furnished cabins, were in delightful contrast, and the large crowd when scattered throughout the decks and cabins of the boat found ample accommodations. At the early hour dancing was commenced in the main cabin, one of the finest dancing saloons one could almost imagine . . .

"At 10 o'clock, the steamer reached Mayport landing where the bulk of the large party disembarked and strolled along the

beach to the Convent Home where Mrs. Morgan, Mrs. Doggett and other ladies interested in the library and at present located at the bar had a dazzling display of Chinese lanterns along the piazza of the hotel while the large dining room was profusely decorated with palmetto and evergreen. Here the Jacksonville party was joined by a number of the permanent and temporary denizens of the Village by the Sea, and for nearly two hours dancing was enjoyed to the full by young and old alike.

"At 12:15, the party returned to the steamer CHESAPEAKE and the pleasant features of the down trip were again partaken of and most deeply appreciated by the happy crowd.

"Not a hitch occurred in course of the long journey. Captain E. F. Maddy, commander of the CHESAPEAKE, is no doubt as efficient an officer as he is a courteous gentleman, while his officers and crew vied with each other in the performance of their duties.

"Among the incidents of the evening was a rehearsal of some of the solos and choruses of the 'Pirates of Penzance', many of the ladies and gentlemen who took part in that opera being present.

"Amongst the funny men of the occasion were Dr. Fernandez, A. D. Barnett and A. B. Campbell, who did much to enliven the company with their ready wit and humorous jokes.

"Mesdames Cooper, Murphy and Doggett and Misses Long and Hartridge assisted by Messrs Cooley and Fairlie took charge of the refreshments on board the steamer and at the Convent House and they evidently did a good business.

"We understand that the result of the excursion will be over one hundred dollars to the benefit of the library."

The Cincinnati Enquirer reported on October 4th,

"The owners of the CHESAPEAKE, plying the St. Johns River, it is said, have refused three offers of \$32,000 for her. They intend running her themselves and prospects are good for reaping a golden harvest."

On the 13th in the same paper, a letter from Captain Maddy is mentioned. He is said to have written,

"The CHESAPEAKE is still on the track on the St. Johns River as the New Independent

Fast Line, her card also showing her up as the 'Swift and elegant Ohio steamer.' Captain Maddy says the CHESAPEAKE is still owned just the same as when she ran on the Ohio River, and is running independent of all other lines, notwithstanding reports to the contrary."

Reporting on the CHESAPEAKE, as noted by the Times Union, indicates some of her day-to-day activities:

July, 1884 Advertised as having electric lights, runs to Green Cove Springs, Palatka, Sanford and Enterprise. E. F. Maddy, Captain; W. F. Maddy, Purser; leaves Jacksonville at 4 p.m. on Monday, Wednesday and Friday. Return leaves Sanford to meet the CITY OF PALATKA (to Charleston) on Tuesday, Thursday and Saturday at 3 p.m. (W. F. Maddy is also listed as Captain in later ads).

July 14 Will pick up iron delivered by schooner WILLIAM BUCK at Fosty and Company wharf and take it upriver for St. Johns and DeLand Railroad.

Aug. 5 The Public Library Excursion takes place Monday on the CHESAPEAKE.

Aug. 21 To be hauled out for inspection.

Aug. 26 Left on her regular trip to Sanford yesterday with a very good freight load after being thoroughly overhauled.

Aug. 30 Made run from Sanford including all stops, in 12-1/2 hours and took on six cords of wood.

Sept. 13 Left for Sanford yesterday afternoon along with the H. B. PLANT (her especial competitor) and the WELAKA.

Sept. 28 The editor of the Sanford Journal indicated the CHESAPEAKE was presented with a broom by Captain Isaac Hall of the H. B. PLANT for having made the fastest time between Jacksonville and Sanford. However, Captain Hall thinks "the H. B. PLANT is capable of giving the CHESAPEAKE all she wants."

Oct. 10 Rumor of big cut in fares, \$3.00 one way to Sanford, including meals and rooms.

Oct. 21 Rumor that fare will be reduced to \$1.00, Jacksonville to Sanford.

Nov. 28 Left for Sanford, heavily loaded.

Jan. 20, 1885 The ALICE CLARK begins running Thursday as a companion to the CHESAPEAKE. (ALICE CLARK, however, was on for just a short time.

Jan. 31 Left Sanford yesterday loaded with passengers.

Feb. 3 The FLORIDA arrives from Savannah. She will run to Sanford in company with the CHESAPEAKE and the ALICE CLARK; connects with Florida Railway and Navigation Co. (The FLORIDA ran only a short period.)

Feb. 17 The CHESAPEAKE to make an excursion to Green Cove Springs on Sunday.

Feb. 28 The CHESAPEAKE will have an excursion to Green Cove Springs. Prouty and Belcher's Hotel orchestra will perform a sacred concert; fare 50, no liquors sold.

March 3 Collided with the CHATTAHOOCHEE on the St. Johns River.

March 14 Excursion to Green Cove Springs on Sunday; music both ways. Raced with the SYLVAN GLEN and won.

April 4 In leaving DeLand Thursday night the CHESAPEAKE cracked a cylinder; came on downriver on one wheel; did not go on regular trip, resumes Monday.

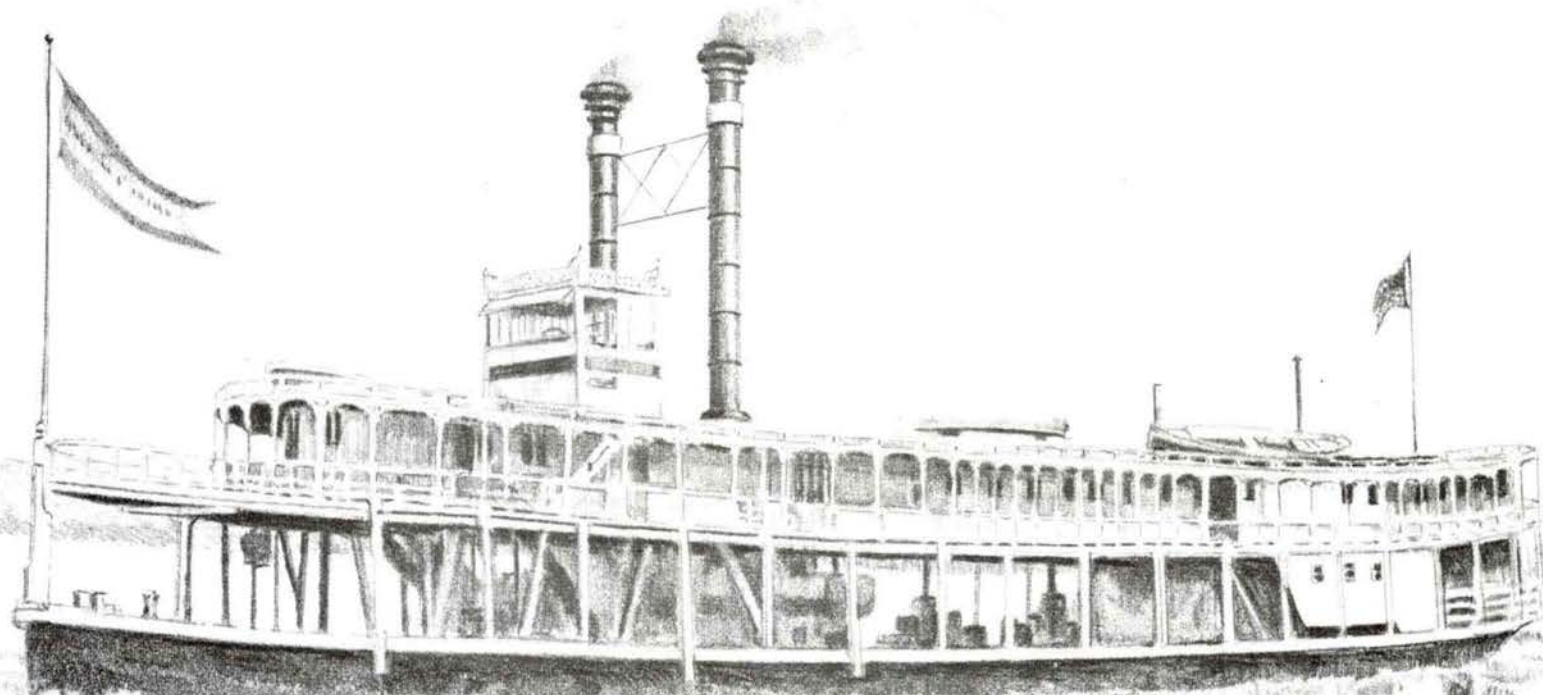
Also in April, she had Sunday excursions, leaving the city at 2 p.m. for the "bar" (mouth of the St. Johns); returning at 4:30 p.m. or so. On April 29, she left for Sanford on her last scheduled trip of the season, laden with freight and passengers. On her return, she was to be laid up for a general overhaul and before coming out again, was to have new boilers and engines.

A traveler of the day reported in his diary about the CHESAPEAKE, "we were supplied with good staterooms. The meals aboard were quite good, but so far I have not met anything that would remind me I was in a warm climate. Temperature is still at 50, we are compelled to wear overcoats all day. Met 3 English gentlemen aboard the CHESAPEAKE bound for the Indian River."

The CHESAPEAKE's advertized running mates, the FLORIDA and ALICE CLARK were at the end of their productive days and are seldom listed as having been of signifi-

Below - CHESAPEAKE loading freight at Jacksonville, feathered stacks and all.





FRYANT-73

cance at this time.

The CHESAPEAKE finally did acquire a "permanent" running mate. A very unusual vessel, she was, to be sure, and destined to be utterly devoid of good fortune. Her name was QUEEN OF ST. JOHNS.

* * * *

"QUEEN OF ST. JOHNS! May she glide royally through the waters of the Southern stream, and may prosperity bless her reign as she wields her scepter over the waters of the land of promise, acknowledged not only in name, but in fame, QUEEN OF THE ST. JOHNS."

These glowing words spoken on a late June day in 1884 in Cincinnati served to announce to unsuspecting Floridians that a palatial western river palace steamer was being launched for their benefit. Destined from the very beginning to be a most unlucky craft, the QUEEN OF ST. JOHNS, was also a most unusual one by whatever standards one uses as a measure.

For openers - although she had the outward appearance of the typical western river craft of two decks, she had neither a stern paddlewheel or sidewheels. Instead, in her original version, an eight-foot, four-bladed propeller was used!

She was built at Cincinnati in 1884 by James Mock, proprietor of a prominent shipyard. Her first captain of record, Frank Martin, designed her unusual configuration. According to Martin, the original engines were made by the Covington Machine Works and were two high-pressure types with cylinders 15 to 16 inches in diameter with a 16-foot piston stroke. How these were geared to the propeller is unknown.

The Florida Times Union of November 15, 1884, reported: "A correspondent at Cincinnati gives us the following description of the new river-steamer built in that city for the St. Johns River trade.

"I visited the new steamer QUEEN OF THE JOHNS that is being built by the Martin Brothers, tobacco manufacturers of this city. She is 185 feet long by 30 feet beam and 8 feet depth of hold. Her motive power consists of two high-pressure engines, 15 inches in diameter and 16-foot stroke working an 8-foot screw. Steam is supplied by three boilers 18 feet long and 38 inches in diameter, each boiler has

five nine-inch flues. The boilers are set inside a sheet iron casing resembling that of the FANNIE DUGAN and CHESAPEAKE. The QUEEN OF THE ST. JOHNS has one 'nigger' engine for running the capstan and hoisting freight out of the hold. She is also supplied with 4 water tanks for the purpose of carrying fresh water.

"The officers' apartments are on deck or, as river men would say, 'hard aft.' The engines are huddled up in the hold and cannot be seen from deck at all. The engineers must stand on a platform directly over the engines while handling them. The engines are out of the old steamer RAPID TRANSIT that ran like a scared wolf as long as her timbers would hold together.

"The QUEEN's cabin is 170 feet long and has a promenade deck forward. There are 52 staterooms with two bunks in a room. The cabin is decorated here and there with scenic paintings which give it a pleasing aspect from the unrelieved diet of the majority of our river steamboats. She has a very nice pantry and kitchen and is supplied with a steam table and full line of cooking utensils.

"Her officers from here will be Captain Frank Martin, Mate Henry Mace, Engineers Norman Sebree and Frank von Burcktow, Steward George Moore."

The QUEEN OF ST. JOHNS (her official name despite the addition of "THE" by others) had a wooden hull, rather tasty accommodations and was 192 feet, 6 inches by 7 feet, 6 inches (depth of hold) originally. Her first cost was \$50,000 and her original tonnage was 439 gross and 329 net.

The Cincinnati Commercial Courier of June 29 described her launching and early days as follows:

"Favored by sunshine, a delightful temperature and a glorious breeze, the launch of the new propeller, QUEEN OF ST. JOHNS, from James Mock's shipyard, yesterday afternoon attracted more than a thousand people, nearly one-third of whom were ladies whose presence indicated that the occasion which excited popular curiosity in the olden times had not yet lost its interest in the busy hum of more modern life. At 4:40 p.m., Joseph Watson, Superintendent of the boat yard, gave the word, 'Blocks all out' and five minutes later she was speeding her way to the water's edge which she entered gracefully like a

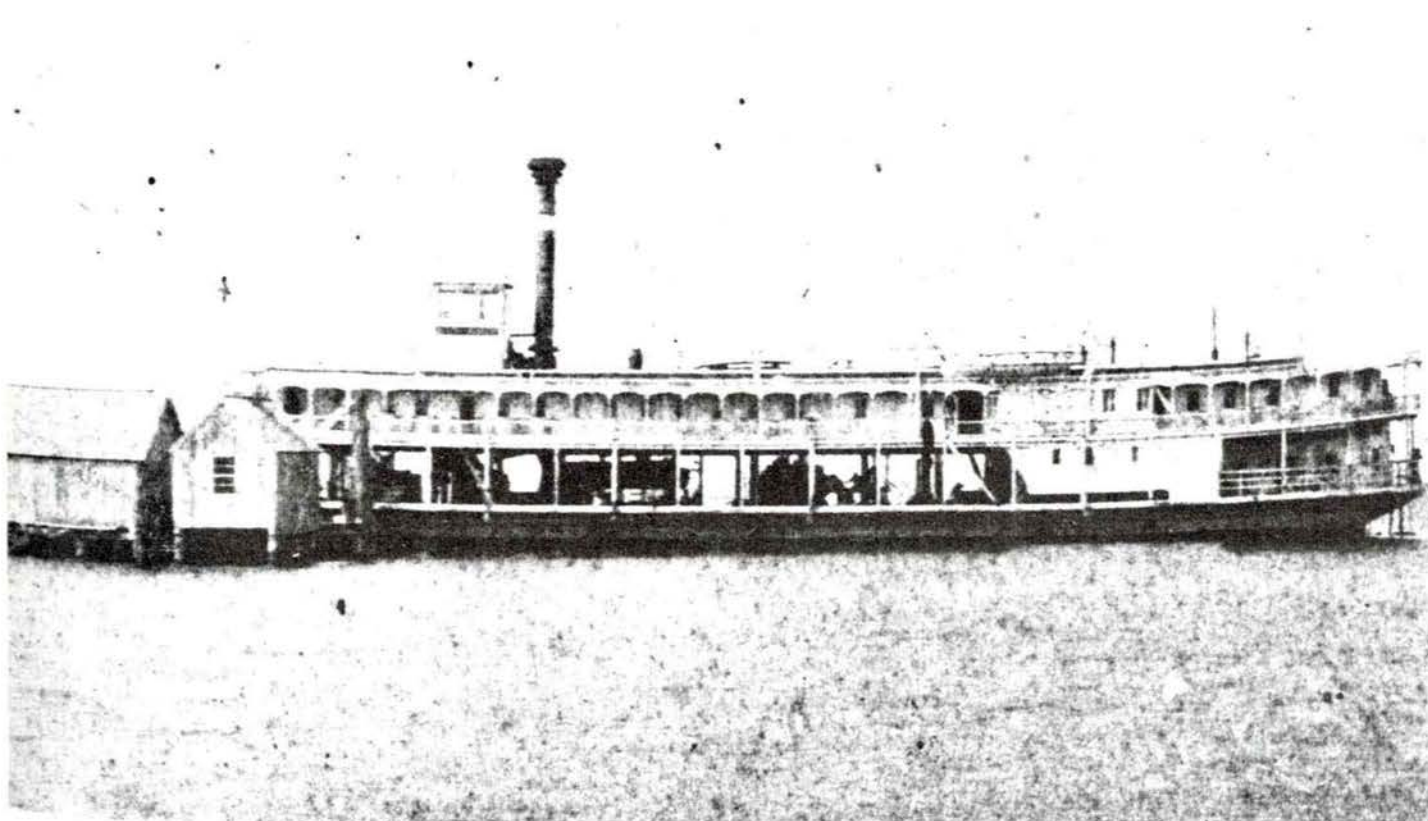
porpoise in the act of diving, scattering in every direction the timbers that were underneath to hold her up and throwing the crystal spray into the sunlight to flash like a million diamonds. Cheers from five hundred throats on the shore announced the successful and graceful launch, which were responded to by other cheers from three dozen throats on board the boat. Among those on board were Mr. Frank Morgan, one of her owners, and a half dozen or more ladies, one of whom, Miss Ida B. Thompson, of this city (related to one of the owners) formally christened her as she glided into the water, not by breaking across her bow a bottle of wine, as is usual, but appropriately enough baptized her with water from the St. Johns River, Florida, for which she is intended to navigate and which was brought here for the purpose, pronouncing distinctly and ceremoniously the words . . . (previously cited).

"With her colors flying and wheel revolving she sped unchecked more than half-way across the river and, while lazily floating downstream with the current, was

made fast to the ALEX MONTGOMERY and towed to the foot of Ludlow Street where she will receive her boilers and machinery.

"The QUEEN OF THE ST. JOHNS is the largest propeller ever built on a Western river. Will be the finest model, both bow and stern, and her hull is said by experts to be the finest that has been built here in thirty years. The length of her hull is 185 feet and her length overall is 195 feet. She has 30 foot breadth of beam. The depth of hold is 7 feet. Her propeller wheel, which was made in Buffalo, is 8 feet in diameter, with 12-1/2 foot pitch. To drive this wheel, Robert Jones and Company will place on her main deck two boilers, 18 feet long and 38 inches in diameter with five 8-inch flues, which will supply steam to a pair of engines that will be located in the hold, each with 15-1/2-inch cylinders and 12-foot stroke, which her owner believes will force her through the water at the rate of twenty miles per hour." (Note the discrepancies in dimensions and details.)

Page 87 - Artist John Fryant's sketch of QUEEN OF THE ST. JOHNS in her original propeller version. Below - Rare photo of QUEEN OF ST. JOHNS as a propeller vessel.



The QUEEN OF ST. JOHNS had a very unusual propeller arrangement. Her 8 foot diameter propeller was immersed only 6 feet in the water and consequently some 2 feet of it churned the air! It was protected by a skeg attached to the keel. The craft supposedly drew 4 feet at the bow and 6 feet at the stern.

The Commercial Courier went on.

"By the ship inspector's measurement, her capacity is 371.35 tons. Her timbers are nearly three times as large as those of the CHESAPEAKE and as no two are of the same shape her hull is all model. It is said that every stick passed under the direct scrutiny of Captain Robert Carnes, who rejected enough to build an excellent boat of smaller dimensions. Her main keelson is 8 by 16 inches, knuckles 6 by 13 inches, floor timbers 4 by 11 inches. There are in her hull 6,588 bolts and 53,949 spikes.

"She is destined to prove a popular boat with visitors to the orange clime, for whose accommodation she will have sixty staterooms. She will run from Jacksonville up the St. Johns River 163 miles to Enterprise."

It was customary to reuse steam engines and many were transferred from boat to boat, especially on the inland rivers where machinery outlasted the wooden hulls. However, the QUEEN OF ST. JOHNS was destined to have a plethora of problems, not the least of which was her faulty motive power.

Even her first days and trip to Florida were fraught with frequent breakdowns as evidenced by a partial chronology of events.

On July 22, 1884, it was announced the QUEEN OF ST. JOHNS would leave Cincinnati sometime between the 1st and 15th of August. This schedule would have had her available for all of the profitable winter tourist season in Florida, business needed desperately for steamer economic survival.

Later on in October, she had, as yet not left the Queen City and the Cincinnati Enquirer stated,

"Mr. Thompson, one of the owners . . . has disposed of his interest in that boat to his partner. The local inspector refused to accept the new fangled boiler placed in her and she is now having a new battery made."

Still later on it was stated, "The new

propeller, QUEEN OF THE ST. JOHNS, will leave for New Orleans and the St. Johns River, Florida, direct Saturday evening." The departure was delayed a few days, however.

Finally on Tuesday, the 16th, "Captain Frank Martin announced the new propeller, QUEEN OF THE ST. JOHNS, to leave for New Orleans and Florida direct at noon today. The QUEEN is a new and handsomely appointed steamer, with sea going qualities and as she will make a trip around the entire coast of Florida, presents an opportunity seldom offered to make a trip to the Land of Flowers."

On the 17th, it was stated that, "The QUEEN OF THE ST. JOHNS left for New Orleans last night with 150 tons of freight and fifty cabin passengers. Charles Owens and John Morlidge were her pilots."

She did not get far without trouble. On the 19th, under a Madison, Indiana deadline, we find that, "The QUEEN OF THE ST. JOHNS broke her cylinder head about six miles above Warsaw, Kentucky last evening. She will be towed here and repaired. She has about fifty passengers aboard."

She finally reached Louisville on October 23. There she remained for a considerable period of time receiving extensive repairs.

In early January, 1885, the Marine Journal remarked she would be leaving New Albany, Indiana after receiving a new wheel.

The QUEEN limped along down the Mississippi and managed to get out into the Gulf and traverse it safely, arriving in Cedar Keys on Tuesday, February 4. A month later, she had completed her trip around Florida and arrived in Jacksonville on Monday, March 2, just about in time for the end of the tourist season. Rather than compete on a regular basis for the dwindling winter traffic, she resorted to indirect "excursions" to Sanford.

Her first excursion was announced in the March 10 Florida Times Union:

"QUEEN OF THE ST. JOHNS - A Grand Excursion to Sanford, Taking Thursday, Friday and Saturday will be made on the new, large and magnificent steamer QUEEN OF THE ST. JOHNS, as her first trip. Leaving the dock of John Clark, Son and Co., foot of Newnan Street, on Thursday, March 12, at 10 a.m., stopping from one to three hours

at . . . Mandarin, Green Cove Springs, Palatka, DeLand, Enterprise and Sanford. The whole river will be seen by daylight. The QUEEN OF THE ST. JOHNS has large and elegant cabins, with staterooms, well ventilated and with stationary washstands and running water in each. The rooms open out on capacious promenade guards. Boat open for inspection. Don't miss this unusual opportunity on the peerless boat of the river.

"Fare for the entire trip, including meals and berths, \$12."

About 100 passengers took advantage of this first excursion.

A few days later an almost identical advertisement was made for another excursion. However, this second excursion, scheduled to take place on the 19th, was announced as being postponed as the QUEEN had to be hauled out of the water on the 18th. She did get off the ways, however, and left on March 19, but with only 35 passengers, a third of her capacity, the low number due to the doubtfulness of her trip.

While on her first excursion, the QUEEN had struck on Volusia Bar and was there for several hours. A passing steamer (GOVERNOR WORTH) got her off after "trying her strength." This evidently was the cause for her to be hauled out of the water on the 18th.

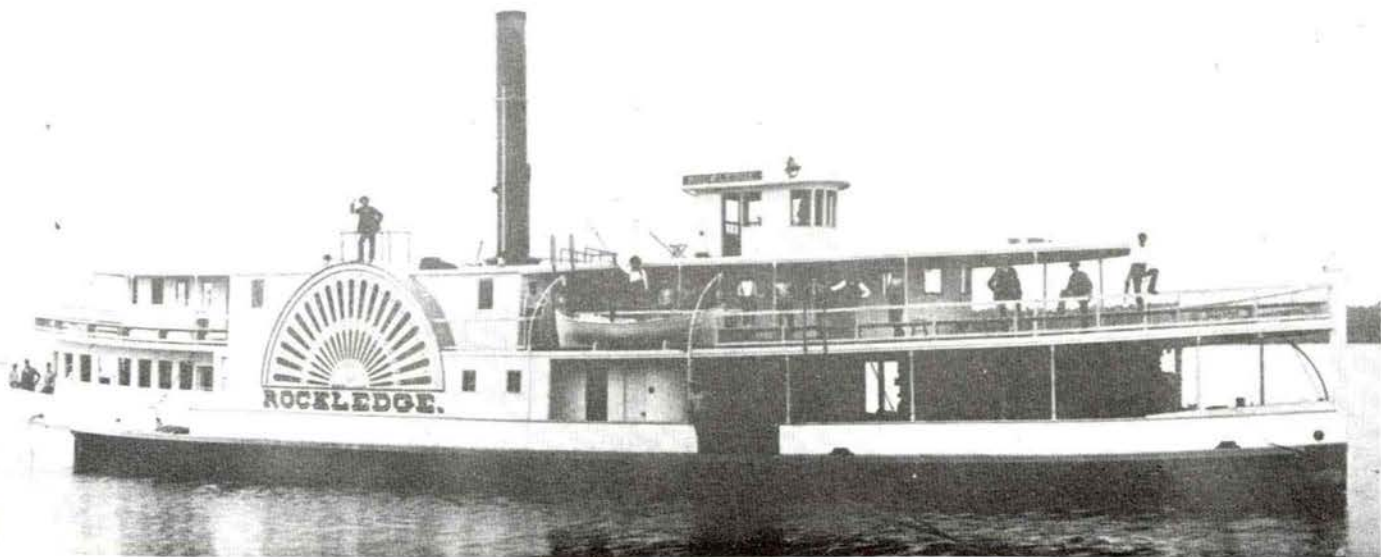
Below - ROCKLEDGE, formerly GOVERNOR WORTH, that came to the "rescue".

A third "grand" three days excursion was advertised on March 26, except that Wightman and Christopher's new wharf back of the Post Office, was now to be the point of departure.

On this trip, or a subsequent one, one Levi Kerr was lost overboard. Toward the end of March, the QUEEN also had a lengthy excursion to the mouth of the St. Johns and back for a 50 cent fare. After this event, news is sparse, but machinery troubles were suspected.

Another Ohio River-type steamer, the CHESAPEAKE, had been in the river trade all season and it had been intended that the QUEEN would be her companion in an attempt to compete more actively with the DeBary-Baya Line and the People's Line. The venture was to be known as the Tourist and Shippers Fast Line.

On May 10, the Times Union announced a unique event, "The Temperance Excursions - A Double Breasted Steamboat and an Immense Crowd Arranged for. A nineteenth century excursion and basket picnic is almost upon us. The thirty-one earnest and live committeemen having in charge the arrangements for the great temperance excursion and picnic to Green Cove Springs on Wednesday next, the 13th, by the popular steamers CHESAPEAKE and QUEEN OF ST. JOHNS are thoroughly alive to the occasion. At the suggestion of Manager Maddy, of the CHESAPEAKE, the two boats will be securely lashed together, side by side,





and, with gangways on upper decks safely open between the two boats, will make the trip to and from the Springs, and in two and a half hours each way. While this plan for an excursion will be a decided novelty here it is familiar to other waters. Greater safety is promised by this plan than could otherwise be obtained. Seven or eight hundred people aboard the two boats, with open and safe passage between them, with Barratta's Band upon one and the Harpers aboard the other, with fifty gallons of ice cream, and other light refreshments in proportion, to be disposed of by the committee at popular prices, who will not go, and who cannot be sure of a delightful time.

"As a great abundance of room aboard each boat will enable all to be comfortable through any rain or storm we are in this country likely to have, it is understood that there will be no postponement on account of the weather. All can prepare their baskets with confidence that the excursion will be made."

After the excursion was over (it was the best attended of the season), the May 14 Times Union reported:



Upper - Steamboat landing at Sanford. Horse-drawn conveyances wait on steamboat passengers. Above - QUEEN OF ST. JOHNS as a rebuilt sidewheeler.

"The Great Excursion - A Thousand People on Two Steamers - Picnic at Green Cove. To say that the promise of Duval Division No. 2 Sons of Temperance, through its committee of arrangements to accomplish the grandest excursion and picnic of the season yesterday, had been redeemed, but feebly expresses the fact. That promise - every promise made for yesterday - had been in the fullest sense of the words grandly redeemed and in a manner to make the event a marked one in the memory not only of the hundreds and hundreds that participated, but by the crowded hundreds that witnessed the embarkment of the excursionists. Truly such an event has never before been seen upon our waters. Two of our monster steam-boats, firmly lashed together side by side, with decks open between them for free passage from each to the other, crowded with happiest of happy people . . . cast off their moorings and proudly steamed up the river. The sight certainly was one to be remembered for years. 'Two Boats that sail as one' may be familiar elsewhere but not here. The CHESAPEAKE and QUEEN OF THE ST. JOHNS must be seen thus joined, upon a thirty mile sail, to be appreciated. And of what we saw and the scene of enjoyment aboard, what shall we say? A dozen white-aproned nimble waiters glided through the throng, dispensing the fifty gallons of ice cream and other more palatable refreshments, provided in like proportions by the committee for the occasion. More to the point, sweetest strains of music, to which lightest feet ever danced, and lightest feet that ever danced were there, and in almost unending saloons. Do we need say any more?

"When the two whistles sounded for Green Cove Springs, it would seem that the whole people of Clay County had been drawn down to the water's edge, and when the happy excursionists landed and wended their way ashore, it must have been that the people felt that Jacksonville, with her teeming thousands, was moving upon their peaceful town with provisions for a siege of months. But the people of Green Cove wore only smiles of welcome. The beaming countenances of their trusted mayor bespoke what the words said as he stood upon the wharf. 'The town is yours, command us.' Soon the gay throng had encamped under the broad spreading oaks of the grounds sur-

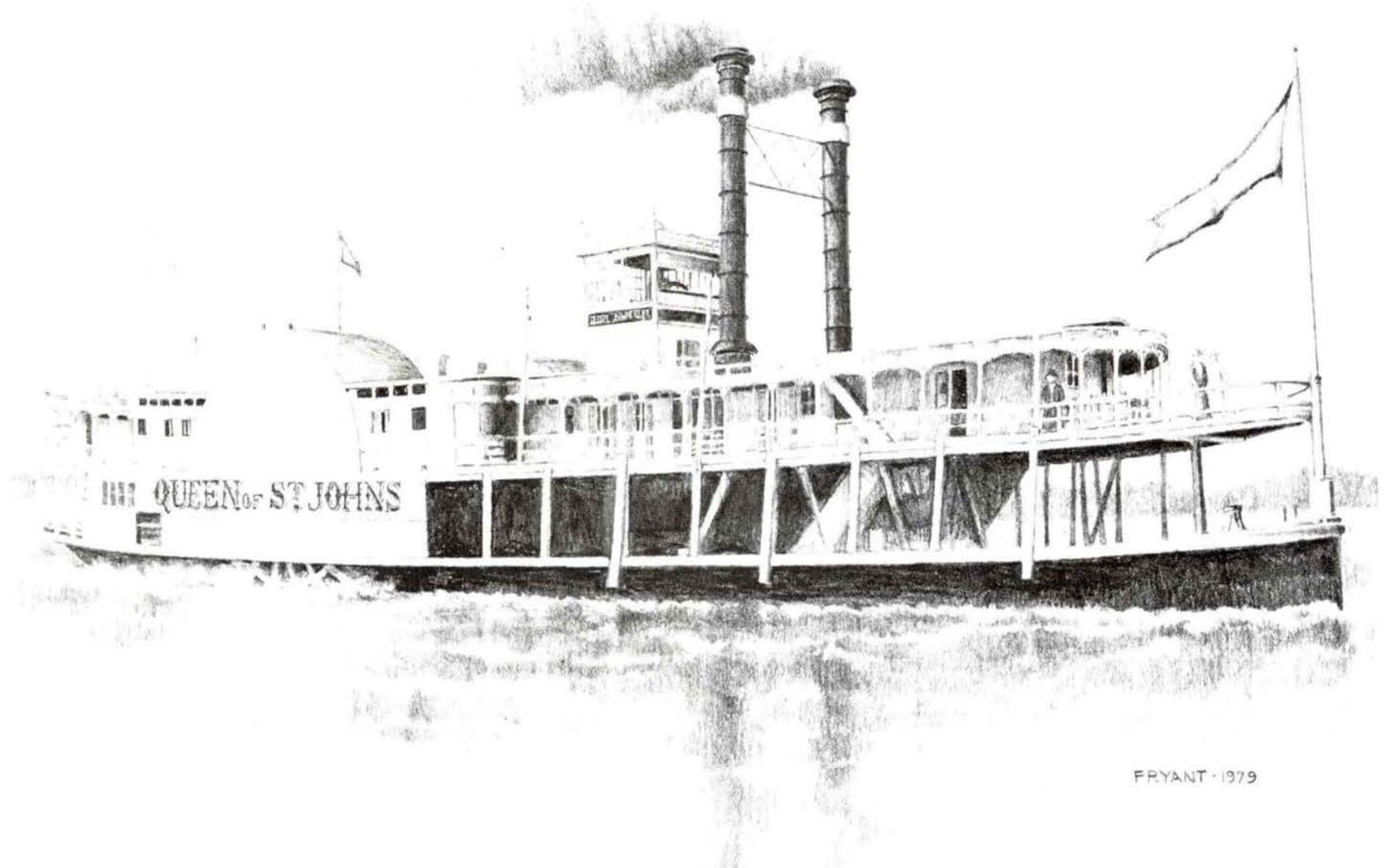
rounding the celebrated spring and, in bands, by concerted signal, entered upon the usual and solemn duties of such an occasion. After which, the harp was heard in halls of the St. Clair, opened for the occasion through the generous kindness of its owner, Colonel Edgerton. And when at 4 o'clock loud blew the whistle of the CHESAPEAKE, heard for ten miles whenever opened, the day was felt to be all too short . . . at the appointed time away steamed the boats, side by side in loving embrace, and thus reached our city, to be met by crowded wharves and a sea of wondering faces.

"We can truthfully say that if a single soul aboard this excursion did not feel to the fullest extent, when foot was placed upon the city wharf, that the day, perfect as a day had not been full of most comfortable enjoyment, that soul has not yet put itself in communication with this reporter.

"We take much pleasure in the belief that the almost wonderful success of this great undertaking and the fact that the liberal plans of the committee of arrangements were so perfectly and admirably carried out, is a conclusive evidence that our people are thoroughly awake to and in earnest in behalf of the cause of temperance, and that they do not forget the great work Duval Division, Sons of Temperance, is accomplishing here in the cause of good order, good morals and happy homes."

This joint extravaganza, unique for its time, seemed not to be repeated and one suspects from this vantage in time that the reason two steamboats may have been used was because of the faulty engines that both seemed to possess. Of course, one reason for this would be the age of the engines, the other might be the problems of making the trip to Florida through the Gulf and Atlantic. It is more than likely that salt water may have irrevocably damaged the boilers.

Few trips are reported for the QUEEN OF ST. JOHNS after the great excursion but on May 27, we find that she conducted an excursion to Palatka and Green Cove Springs for negroes, it being the custom of the day to practice segregation on such social occasions. On June 4, an expedition to the mouth of the St. Johns resembling an excursion was undertaken.



Going back in time, the actual genesis of the Tourists and Shippers Fast Line needs to be explored. At the end of March, 1885, the DeBary-Bary Merchants Line decided to change its management and its Commodore and General Manager, Captain W. B. Watson resigned. While reasons for this are not known, it is suspected that rate-making policies may have been involved, the desire to cut expenses or perhaps a foreboding that the steamboat business was not what it used to be, most certainly due to the inroads of railroads than anything else. Commodore Watson held the old-fashioned equivalent of a press conference and mentioned, "After July 1st, I expect to be in the steamboat business on the St. Johns river again."

On May 30, it was announced that Captain Watson had accepted the general management of a new line of steamers between Sanford and Jacksonville. (The Tourist and Shippers Fast Line.) The line was to include two Mississippi river steamers then plying on the Red River Line out of New Orleans named JESSE K. BELL and BELLE OF THE COAST. They were to be supplied with surface condensers and brought around imme-

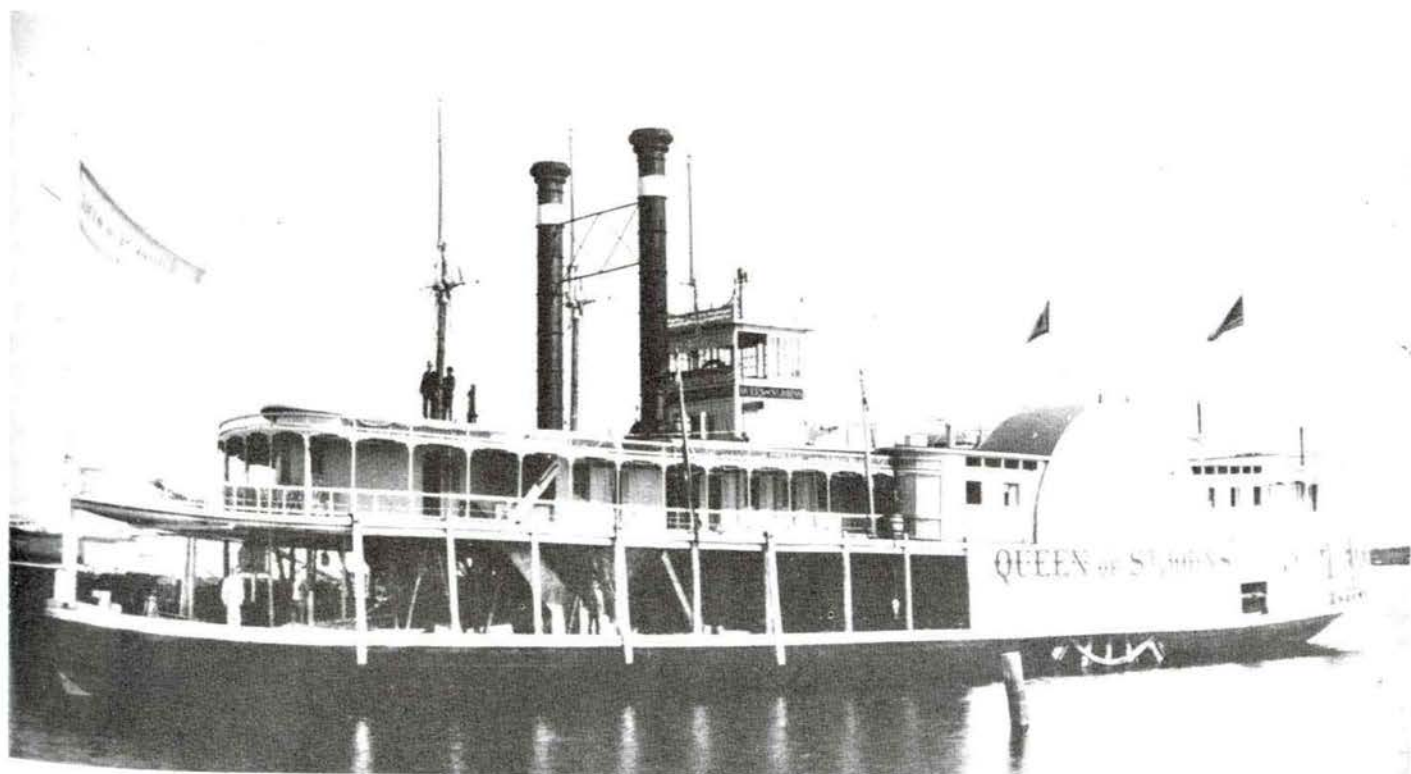
diately to Jacksonville. It was also a matter of speculation that the FLORIDA and CHESAPEAKE were to be merged into the line and the QUEEN OF ST. JOHNS might join the melange.

In July, the QUEEN OF ST. JOHNS was taken to the shipyard for thorough repairs and had her less-than-proficient propeller engines taken out and a set of sidewheel machinery installed. On July 20, she was at the yard for her overhaul and the changes were started. However, her engines were not new, being those from an 1863 towboat, the BENGAL TIGER.

The BENGAL TIGER was an 1863 sternwheel towboat originally built at West Brownsville, Pennsylvania. After she was laid up (probably in Cincinnati) her engines were taken out and shipped to Jacksonville for use in the QUEEN. Obviously, engines that already had had over 20 years of service would probably be of little help in furthering the QUEEN's career.

In addition to the necessary extensive hull and woodworking rearrangements needed to box in her new side paddlewheels, her pilot house was moved aft of the stacks from its original position in front of

Preceding page - QUEEN OF ST. JOHNS as rebuilt in Jacksonville as a side-wheel steamboat, original rendering by John Fryant. Below - Photo of QUEEN OF ST. JOHNS, pilot house has been moved aft of stacks.





Above - William B. Watson, General Manager of the Tourists and Shippers Fast Line. Prominent in Indian River Steamboating and Manager of DeBary-Baya Merchants Line.

them. As a sidewheeler, according to Martin, she had 28-foot wheels, 18-foot buckets which were 20 inches wide and of 24 inches dip. Her engines were either of 18 or 20-inch cylinder diameter and her pistons had a 7-foot stroke.

On July 29, 1885, Captain Watson returned from a two-week stay in New York where he had been engrossed in working on a railroad project that had tided him over the interim period between steamboat assignments. It was indicated to the press that the new steamboat line would be started during the last part of September or first of October. The BELLE OF THE COAST was on her way now and the other Mississippi-style vessel (the HAVEN) would be ready soon. (Neither the aforementioned JESSE K. BELL or HAVEN are referred to again and it is thought that one of the existing steamers on the St. Johns may have been substituted.) Captain Watson went on to state that most likely the CHESAPEAKE, FLORIDA and QUEEN OF ST. JOHNS would make up the balance of the line.

The plan was to run two steamers as day boats between Palatka and Sanford, two as fast passenger boats on the Jacksonville to Sanford route and the fifth one was to be a freight boat exclusively. Of course, all of the Western River packet-type vessels carried a heavy freight load in addition to their passengers. Watson stated that, "We don't expect to make any money for the first two years; in fact, we are prepared to lose money during that time; but we are willing to do so in order to get a good foothold, not the control of the river - that we neither expect or want - but by that time we will be in a condition to make a living." Later he said, "If any of the other lines commence the fight (a rate war) by putting the rates down, then we will keep it up, and put them down lower than was ever known here before."

By the first of August, the QUEEN OF ST. JOHNS had left the shipyard and was towed to the Industrial Machine Works where her sidewheel engines were to be installed. Work dragged on, but in mid-September, it was announced that the task would be soon completed. However, it was not to be until the end of October or perhaps later before she was ready.

In late September or early October, the BELLE OF THE COAST arrived in Jacksonville and it was now possible to finalize plans for the new line. Therefore, in early October, advertisements indicated that the line would consist of three vessels, the BELLE OF THE COAST, the QUEEN OF ST. JOHNS and the CHESAPEAKE. The BELLE would make the first few trips starting around October 19 and the QUEEN and the CHESAPEAKE would pick up the slack in November as traffic grew. BELLE was to make three round trips per week from Jacksonville to Sanford stopping en route at Astor, Deland, Blue Springs and Enterprise, leaving on Monday, Wednesday and Friday and in return, leaving Sanford on Tuesday, Thursday and Saturday.

BELLE OF THE COAST was built in Cincinnati in 1880 for two Louisiana captains, J. F. Aucoin and P. A. Charlet, to run from New Orleans to Bayou Lafourche. She was 187.4 by 37 by 6.9 feet. Her engines were of 20-inch piston diameter and had a 7-foot stroke. She had four boilers, 42 inches in diameter by 28 feet long, each with two flues. She was built at the Cincinnati Marine Ways with the cabin pro-

vided by Elias Ealer and machinery by C. T. Dumont.

The BELLE OF THE COAST left at the appointed hour of the appointed day and made the initial run to Sanford successfully. Her return trip, however, was one of pure embarrassment and the October 22 Florida Times Union gleefully described the turn of events.

"Accident to a Steamer - The BELLE OF THE COAST Carries Away Both Her Smokestacks. The fine steamer BELLE OF THE COAST, which left this city for Sanford on her first trip Monday afternoon at 3 o'clock, met with quite a serious accident on her return trip Tuesday afternoon at 2 o'clock, near Blue Springs, which resulted in both the smokestacks of the steamer being torn out, and a portion of the upper works on one side, including the wheel house, stove in. It is estimated that the actual damage to the steamer will amount to at least \$1,000, to say nothing of the loss incurred by the delay.

"The BELLE OF THE COAST has started out under the most favorable auspices, having left here with a heavy freight and good passenger list. She made the run to Sanford and Enterprise without receiving a scratch and made good time, considering it was just her first trip, and on arriving at Enterprise her officers were given a splendid reception, a salute was fired and

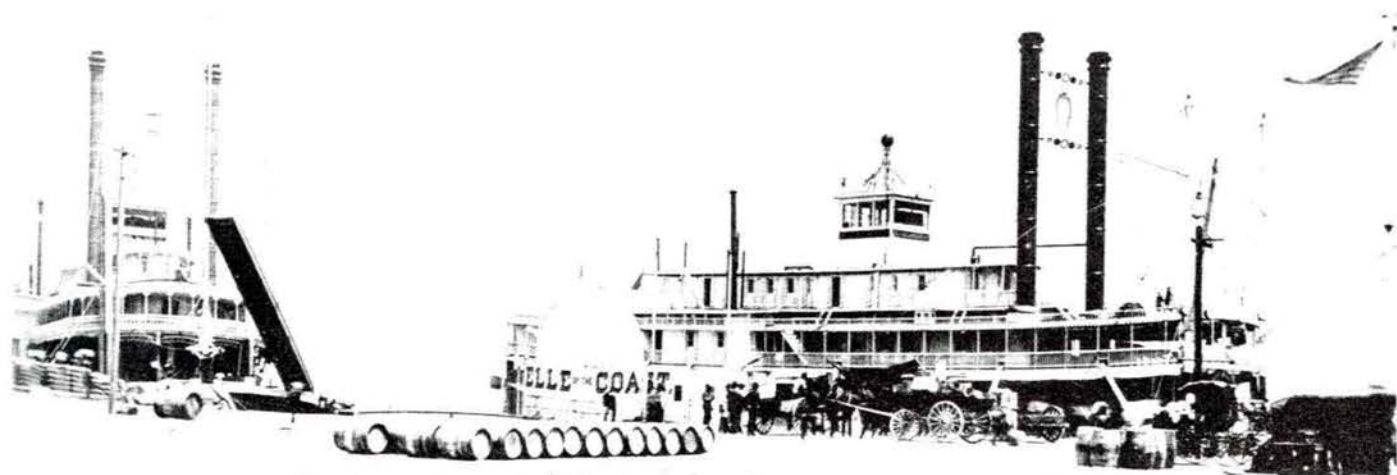
her saloon was strewn with flowers by the fair ladies of that place.

"The facts of the accident as given us by Mr. William H. Biggs, the pilot . . . are as follows:

"The steamer was coming down the river at a good rate of speed, having passed all the most difficult points, when Captain Lee, the mate, went up into the pilot house and volunteered to relieve the pilot until he could go to dinner. The pilot declined to go, stating that they would make the landing soon, when he would get his dinner. He was, however, thirsty and turned the wheel over to Captain Lee until he could turn around and get a drink of water. While drinking, he noticed that the steamer was going out of her course and heard Captain Lee sound the engineer's gong. He dropped the glass and ran to the wheel, but as he did not know what alarm the captain had rung, asked for information; but in the excitement, before this could be given, the steamer was in the woods and the damage was done.

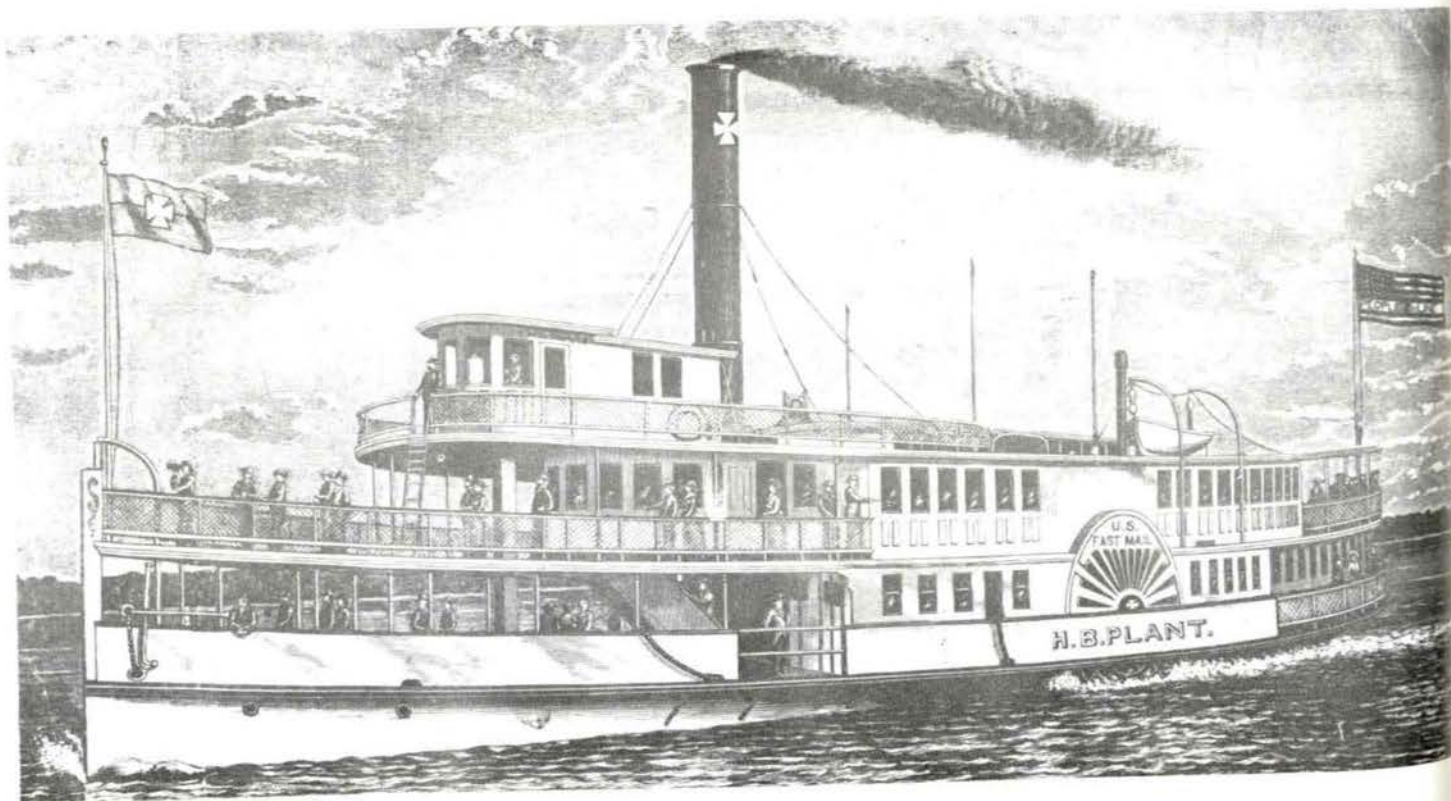
"The officers of the boat claim that she can be run successfully between this city and Sanford, and are backward in attaching much blame to Captain Lee for the reason, they say, that the steering gear works entirely different to that of the other boats on the river, and though he steered her a portion of the way up the river, they are liberal enough to think that the accident is more the result of forgetfulness than carelessness on his part . . ."

Below - BELLE OF THE COAST shown here at a Louisiana river landing.





Above - Tourists and Shippers Fast Line BELLE OF THE COAST, bulky sidewheeler.
Below - Contemporary sketch of the H. B. PLANT, flagship of the Peoples Line.



"Mr. Briggs, the pilot, thinks that she can be run between here and Sanford without difficulty and has handed in the following statement for publication:

"The accident through which the steamer BELLE OF THE COAST had her chimneys knocked down while on her down trip on Tuesday was not caused by any difficulty in managing her on account of her size as she made all the short and sharp bends readily and easily, and was not in a difficult part of the river to navigate at the time.

"The BELLE OF THE COAST can make all the bends as safely as any boat on the river."

The H. B. PLANT happened on the scene and took the BELLE's passengers aboard. Repairs were completed quickly and the BELLE was able to complete her second trip on Friday, October 24, without incident. On the following Sunday she carried 400 excursionists, also without any distracting events.

However, the opposition made the most of the unfortunate happenings. The People's Line (which had lost supremacy on the river to the CHESAPEAKE earlier) was particularly revenge minded, and thought of the idea of presenting a pin to Captain Isaac Hall of the H. B. PLANT to properly celebrate the occasion. The October 22 Times Union recorded the circumstances of the award of the pin:

"The PLANT's Victory - Presentation of a Diamond Pin to Captain Hall in Commemoration of it."

"Last spring the idea of establishing an entirely new steamboat line between this city and Sanford was conceived for the coming season's business, and it was proposed to bring out large Mississippi steamers with elegant passenger accommodations and with sufficient speed to beat any of the steamers then plying on the St. Johns river. The result was that the steamer BELLE OF THE COAST was sent out from the Mississippi, which, in conjunction with other Western steamers already here, was to compose a fast line between the two points.

"The BELLE OF THE COAST arrived in due time and after being thoroughly overhauled, last Monday was fixed as the day for her to leave here for Sanford on her first trip. The steamer H. B. PLANT, Captain Isaac Hall left for the same point on the same afternoon but thirty minutes

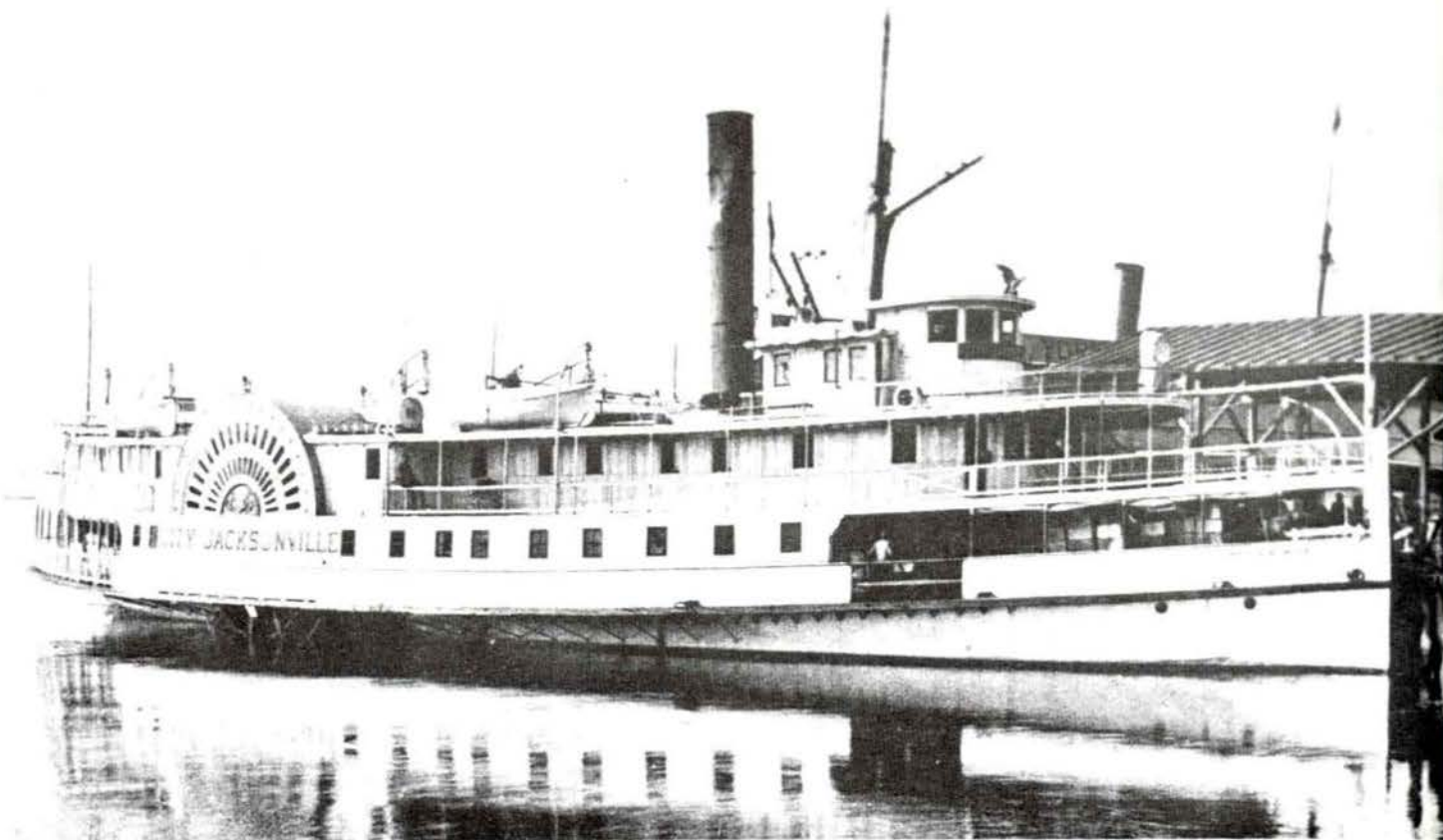
after the departure of the BELLE OF THE COAST. As it was understood, or believed, that the two boats would do their best on this trip, the result of the contest between them was looked for with much interest by the various friends of both steamers. On the following morning, a telegram was received from Captain Hall of the PLANT, stating that his steamer reached Sanford forty-five minutes ahead of the BELLE OF THE COAST, making a difference of one and a quarter hours in favor of the PLANT between Jacksonville and Sanford. This news was received with cheers by the friends of the DeBary-Baya and People's Line of steamers and it was resolved to make Captain Hall a present as the result of his success. On the way down, Tuesday, the BELLE OF THE COAST left Sanford several hours ahead of the PLANT, but ran into the woods and it was in this condition that she was overtaken by the PLANT and her passengers transferred to the latter steamer, where they were kindly cared for and brought on down to this city yesterday morning . . . Captain Hall's friends . . . determined to make him a valuable present, one that would last for all time to come . . . consequently, a splendid diamond solitaire stud of the first water was secured . . . It was decided to give the captain . . . a 'surprise' party and make the presentation on his steamer just before her departure in the afternoon for Sanford."

Mr. George W. Taylor presented the pin using the following language:

"Captain Hall - I have been delegated by your many warm friends and admirers in the transportation business to present to you this beautiful diamond pin as a slight token of their appreciation of you and your services as commander of the elegant steamer H. B. PLANT . . . Accept this pin Captain Hall, and in the future wear it upon your breast, and may it serve, as it were, as a headlight to guide you in your future career of usefulness. May you and your steamer ever meet with the glorious success which crowned your efforts on Monday.

"The Captain received the pin, briefly thanking his friends for the compliment, after which he carefully adjusted it in his scarf and the party dispersed."

Not to be eclipsed and to add insult to injury, the DeBary-Baya Line also indulged



in some competitive events with the BELLE OF THE COAST as the October 27 Times Union described them.

"The steamer CITY OF JACKSONVILLE left her wharf for Sanford yesterday afternoon, a little after the BELLE OF THE COAST got off. There was a little trial of speed, and Captain Shaw telegraphed the city editor of the . . . results:

"Palatka, October 26, 9:30 p.m. Steamer CITY OF JACKSONVILLE passed the steamer BELLE OF THE COAST easily, six miles from Jacksonville, and reached Palatka thirty minutes ahead of her. W. A. Shaw, Captain."

The next day the Times Union provided further salt to rub into the already open wounds as it gave the results of the struggle to Sanford.

"C. B. Fenwick, G. P. A.; The (CITY OF) JACKSONVILLE arrived here two hours and a half ahead of the BELLE OF THE COAST. She missed connection and got her passengers left . . . The managers of the BELLE OF THE COAST attribute the JACKSONVILLE's great success to the fact that their steamer had only green firemen, who were not accustomed to handling coal."

Buoyed by righteous indignation perhaps, Captain Wood of the BELLE OF THE COAST attempted to clarify the situation on the 29th.

"No Passengers Left - The BELLE OF THE COAST rights herself. All reports about the BELLE OF THE COAST missing connection at Sanford are exaggerated. No passengers were left behind, notwithstanding all reports to the contrary. If said steamer should, by any unavoidable detention, be delayed too late for trains, boat will care for passengers at her own expense."

The BELLE OF THE COAST partially redeemed herself as she made her last October run to Palatka in 4 hours and 26 minutes, not a record but good time for the course. The DeBary-Baya Line also jumped into the fracas as their Major Fenwick led off in an interview in the November 1 Times Union.

"Speed on the River - The struggle between the rival lines continues. It was reported yesterday that the steamer BELLE OF THE COAST had beaten the CITY OF JACKSONVILLE to Sanford. 'How is it,' a reporter asked Major Fenwick . . . repeating the rumor.

'It is simply not so,' replied that official. 'The BELLE OF THE COAST leaves Jacksonville 30 minutes ahead of our boats. She may arrive at Palatka first, but that is only a small portion of the distance between here and Sanford, for which place both boats are bound. Although our boats leave here 30 minutes behind, and run on their schedule time from landing to landing, yet in every case so far we pass the BELLE OF THE COAST on the river and arrive at Sanford from one to two hours ahead of the other steamer. The manager of our boats forbids racing, and none of the boats of the line will be permitted to do that. We arrive in Sanford in time to connect with the South Florida Railroad for Tampa, Key West, Havana and all points in South Florida'

"It is gratifying to learn that, in spite of the great popular interest and excitement even over this matter, there has been no racing indulged in by the boats."

During the first week in November for a day or two the BELLE OF THE COAST was

repairing her boilers per the request of the U. S. steamboat inspectors, but on the 4th she left with a heavy load of passengers and freight.

More heat was added to the rivalry as the DeBary-Baya Line featured a ceremony somewhat akin to that for Captain Hall of the H. B. PLANT. As noted in the Times Union of November 8,

"Watched and Diamonded - Captain William A. Shaw of the DeBary Line has an Honorarium. Captain William A. Shaw, commander of the fine steamer CITY OF JACKSONVILLE, was yesterday afternoon presented with a beautiful diamond stud, and Mr. John D. Phillips, Chief Engineer of the same steamer with a fine hunting-case gold watch.

"The presentations were made in the saloon of the JACKSONVILLE, where Capt. Shaw and Mr. Phillips were invited to go as they thought to see some friends. Promptly at 3 o'clock, Dr. Geo. W. Taylor (stated):

'Captain Shaw: I am, sir, charged with the pleasing commission of extending to you upon this occasion a testimonial of



Preceding page - CITY OF JACKSONVILLE, flagship of DeBary Merchants Line. Above - Captain George Pryor (left) and Purser John Somerville chat on deck of CITY OF JACKSONVILLE.



Above - Steamboat landing on Lake Monroe, St. Johns River at Sanford.
Small craft at left is WAUNITA which plied the Upper St. Johns to Rockledge,
unknown steamer with tall single stack at end of wharf, QUEEN OF ST. JOHNS
at right center.

friendship which, as it catches and scatters the varied spectrum can but typify the union and expression of those many qualities which unite in you to beautify manhood. Accept this, then sir, in the name of your many friends, and may your life reflect like this the purest of all gems - every ray of joy the human heart can know . . .

'Mr. Phillips: And to you, sir, it is no less pleasing to execute the commission of conferring upon you like a testimonial of regard from those whom, in the spirit of true friendship, you have grappled to your soul with hooks of steel. Listen to the throbbing of this wondrous little mechanism, and let it tell you that every beat is a heart throb of friendship and a pulsation of love.'

"Both gentlemen, though taken by surprise, accepted the presents, briefly thanking their friends."

In mid-November the QUEEN OF ST. JOHNS went back on the shipyard ways for repairs and after she came off the CHESAPEAKE went on. The BELLE OF THE COAST carried out the runs alone when she had to. On November 30, the QUEEN OF ST. JOHNS had a collision in backing out of her slip with the ferry MECHANIC. Damages to the QUEEN consisted of "injury to the guards and staving in a portion of her hull" just aft of the wheel housing. However, the injury did not keep her from her regular run the next day.

Below - "Sunset" on the St. Johns at Jacksonville, BELLE OF COAST at right center, FLORIDA at her right.



The Tourists and Shippers Fast Line changed their schedule in early December and stepped up their activity on the river. It was announced as follows:

"Tourists and Shippers'

Fast Line

For Palatka

Astor, Deland, Blue Springs

Sanford and Enterprise

From Florida Central Wharf, Foot of Laura Street

Daylight Service

A New Feature on the St. Johns, giving passengers an opportunity to see the entire river.

"The East and Elegant Side-wheel Steamers, CHESAPEAKE

and

QUEEN OF ST. JOHNS

will leave Jacksonville daily at 9 a.m. arriving at Sanford and Enterprise the same evening; returning leave Enterprise at 8 a.m., Sanford at 9 a.m. daily, arriving at Jacksonville same evening.

"The Large and Elegant Side-Wheel Steamer

BELLE OF THE COAST

leaves Jacksonville every Monday, Wednesday and Friday, at 9:30 p.m., arriving at Sanford and Enterprise the following morning, making connections with train on South Florida's Railroad and Steamer for Indian River. Returning, leaves Sanford on Tuesday, Thursday and Saturday, on arrival of train from Tampa, arriving at Jacksonville the following morning.

"Direct connection made at Jacksonville with Florida Railway and Navigation Company and Mallory Steamship Line for all points North, East and West."

Some time around this period Captain Watson severed his connection with the Tourist and Shipper's Fast Line. He was later active in an Indian River steamboat line.

The three principals of the three vessels evidently acted as a "troika" or governing body with Captain M. N. Wood of the BELLE OF THE COAST as General Manager, Ed. F. Maddy of the CHESAPEAKE as Superintendent and F. M. Martin of the QUEEN OF THE ST. JOHNS as Secretary and Treasurer.

The issue of rate-cutting came to the

surface. On December 2, the Times Union attempted to cool off the explosive situation.

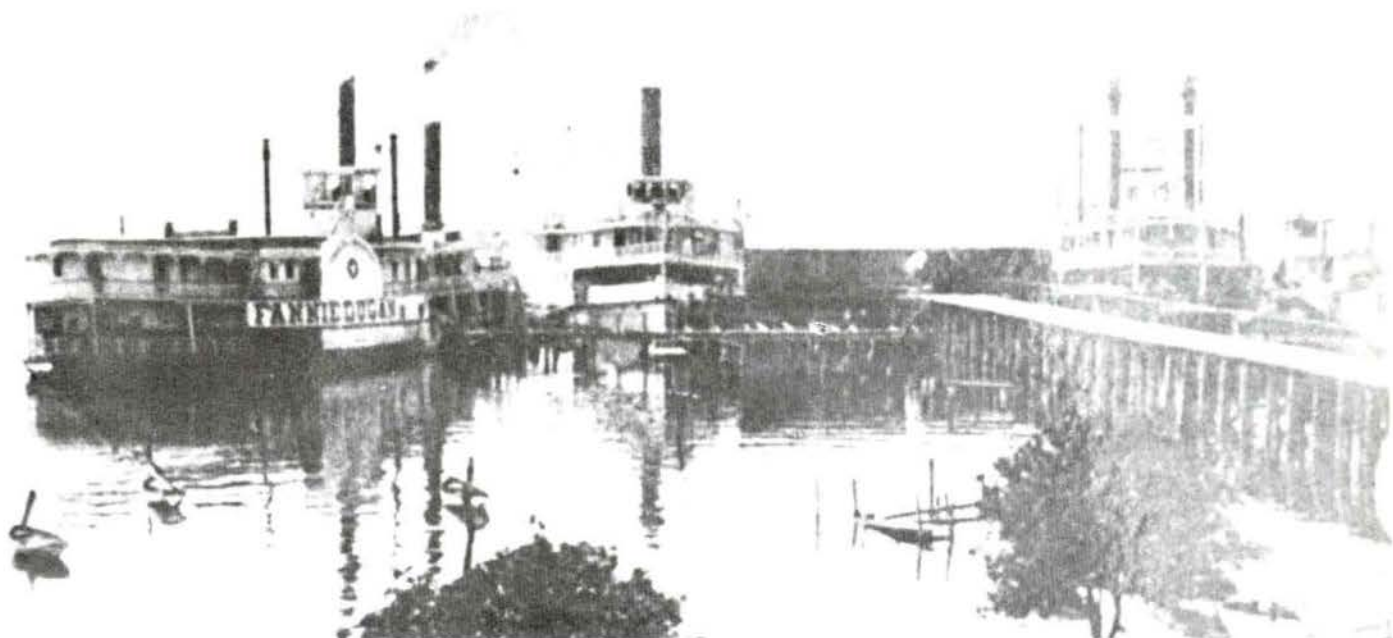
"The River Business - The Tourists Line Will Not Lead Off in a War of Rates. The action of the Florida Railway Navigation Company . . . is construed by some as an indication that we are to have a river war, the Tourists and Shippers' Line to be supported by the (F.R. and N.) and the DeBary-Baya and People's Line by the Savannah Florida and Western Railway.

"We have given this matter some attention because we apprehend that a contest upon the river, even if it does not extend to and include the two great lines of transportation terminating at Jacksonville, will not be any benefit to the business interests of this community, and therefore should be prevented if possible. There is no reason why anyone should expect or undertake to control the entire business of the St. Johns valley. There should be an understanding between the several lines that Jacksonville shall be the basic point for rates and the steamer lines, as well as the railroads, should agree upon a fair rate to all points south and maintain them.

"As this is the first season of the Tourist Line, we thought they would be the 'Free Lance' and cut the rates. An interview, however, with the officials of that line and with those of the Florida Railway and Navigation Railroad developed the fact that Receiver Duval has prevented the possibility of the Tourist Line provoking a war. He has bound them up in a contract by which the Tourist Line obligate themselves to maintain agreed rates, and that they shall not by rebate or otherwise disturb existing rates, either through or local. The rate-making power is vested in the receiver or his representative, and no departure from agreed rates can be made without his consent.

"We have been permitted to read the agreement and therefore can say that the Tourist Line and the Florida Railway and Navigation Railroad are determined if possible, to maintain rates and to avoid any disagreement 'war' upon the river or elsewhere. If therefore, a fight comes they will not be the aggressors. The rates will have to be cut and the attack made by others.

"We hope that all lines will see the



wisdom of maintaining rates. A fight will not be of benefit to the lines of transportation, and certainly not to the city. If one is begun, it may lead to war all along the line and no one can tell where it may end."

The Tourists and Shippers Fast Line did not lead off in the rate war but one started in any event and eventually the Tourists and Shippers Fast Line got caught up by the parade of events.

The situation seemed to develop out of the formidable rivalry between Captain Post's fast vessel, the ELIZA HANCOX, and the DeBary-Baya Line's crack vessel, the SYLVAN GLEN. The ELIZA HANCOX and the SYLVAN GLEN were very competitive with each other and Post's Independent Day Line apparently led off the rate war by lowering its rates.

The DeBary-Baya Line linked up with the Jacksonville, Tampa and Key West Railroad which was about ready to open its rail segment from Palatka to Sanford. Both firms mutually lowered their rates. Post's Line, in turn, teamed up with the South Florida Railroad which was open from Sanford to Orlando and their rates were also mutually lowered.

Then about the first of February the hard pressed, already-struggling Tourists and Shippers Fast Line had little choice but to follow suit and consequently they lowered their passenger and freight rates. Charges for passengers were cut to the following levels:

Jacksonville to:	One Way	Round Trip
Palatka	\$2.00	\$3.00
Astor	3.00	5.00
DeLand	3.75	7.00
Blue Springs	4.00	7.25
Sanford	4.50	7.50
Enterprise	4.50	7.50

These prices included meals and stop-over privileges and were unlimited as to time.

Steamboat rates from Jacksonville to Palatka went down to \$2.00, then to 25 cents at one time, DeBary-Baya meeting the cuts as the Post Line initiated them. In mid-February, rates from Jacksonville to Palatka were cut to \$1.00, meals and berths were extra. Jacksonville to Orlando was only a \$2.10 fare. The respective rates, when meals and berths were included, were \$2.50 and \$4.10.

As if the rate cutting and the J. T. and K. W. Railroad were not enough, the area saw a period of freezes, publicity of which cut off many northern visitors and presence of which held down travel. Temperatures went to the low 20's and business conditions were accordingly reflected.

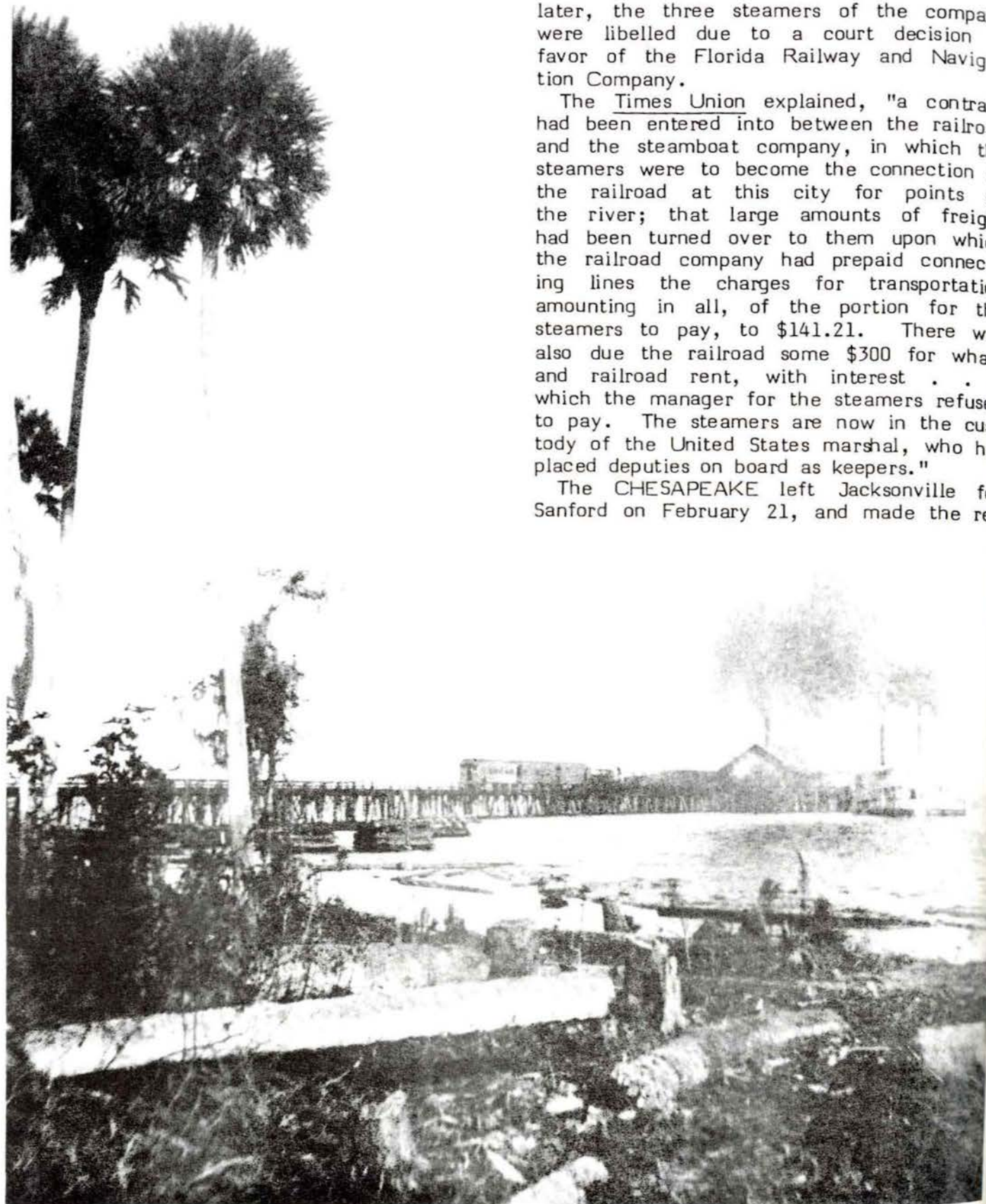
By George Washington's birthday, therefore, the Tourists and Shippers Fast Line had to throw in the towel, and two days

Above - At Enterprise, looking south from Brock House lawn. FANNIE DUGAN at left, CITY OF JACKSONVILLE at center, QUEEN OF ST. JOHNS at right, unknown boat at right.

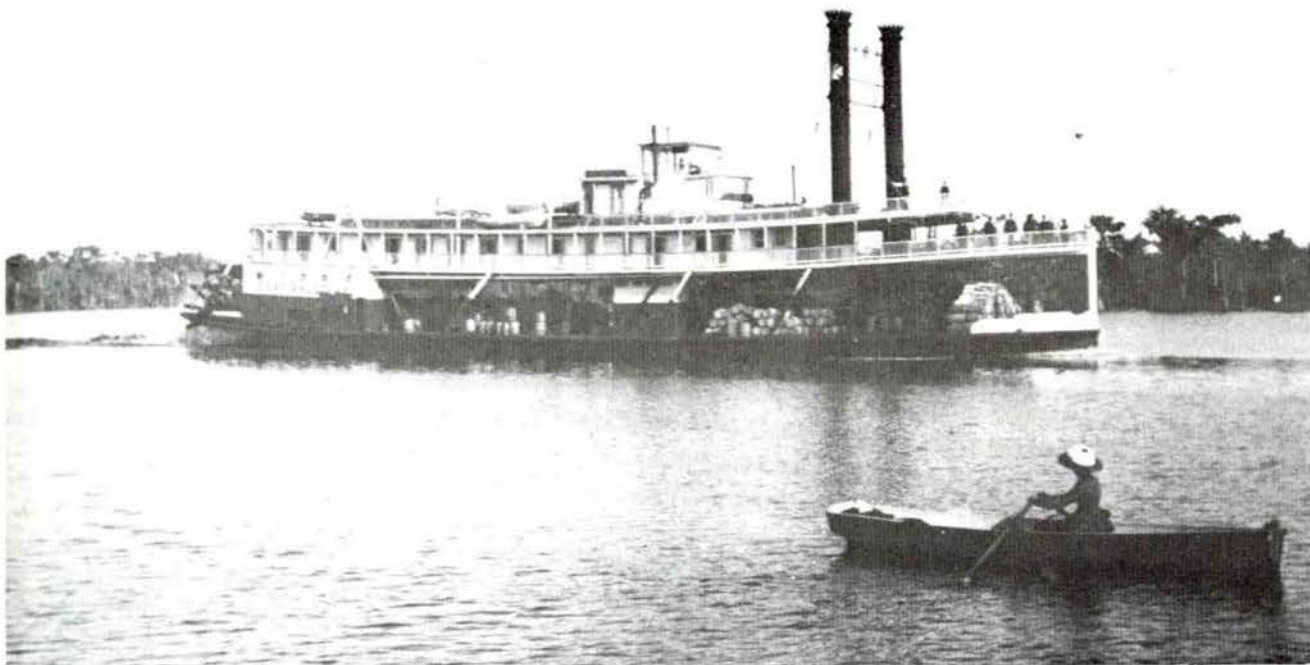
later, the three steamers of the company were libelled due to a court decision in favor of the Florida Railway and Navigation Company.

The Times Union explained, "a contract had been entered into between the railroad and the steamboat company, in which the steamers were to become the connection of the railroad at this city for points up the river; that large amounts of freight had been turned over to them upon which the railroad company had prepaid connecting lines the charges for transportation amounting in all, of the portion for the steamers to pay, to \$141.21. There was also due the railroad some \$300 for wharf and railroad rent, with interest . . . which the manager for the steamers refused to pay. The steamers are now in the custody of the United States marshal, who has placed deputies on board as keepers."

The CHESAPEAKE left Jacksonville for Sanford on February 21, and made the re-



*Above - QUEEN OF ST. JOHNS at railroad wharf at St. Johns River, Sanford.
Train met steamboat passengers on wharf, took them to Orlando.*



turn trip north on the 23rd, thus finishing her last Florida run. The QUEEN OF ST. JOHNS made her down river run on the 22nd and went to a shipyard for general overhauling. Speculation was rife that she would make three round trips per week, Jacksonville to Sanford, upon her return.

Local rumors also had it that the CHESAPEAKE would go to the Indian River, where she would run in conjunction with the Enterprise and Titusville Railroad, a project in which Captain William B. Watson, past manager of the Debary-Baya Line, had a supervisory role.

On February 27, George F. Drew and Company and Wightman and Christopher further libelled the CHESAPEAKE and the QUEEN OF THE ST. JOHNS as they were owed monies by the owners of the two vessels. It was also printed that the two steamers would probably be sold.

In mid-March, the United States Marshal advertised the craft for sale on April 20.

The April 21, 1886 Times Union reported on the sale:

"Sale of the Steamers. The QUEEN to Stay Here, the CHESAPEAKE Goes to the Mississippi. The two large side-wheel steamboats, QUEEN OF ST. JOHNS and CHESAPEAKE, were sold by United States Marshal Bird yesterday at public outcry in front of the U. S. Court house, Mr. Julius Slager being the auctioneer. The first to

be sold was the QUEEN OF THE ST. JOHNS. It is said that this vessel cost \$50,000, and was built for the St. Johns river trade two years ago at Cincinnati. She was sold to Mr. John G. Christopher for \$12,000. This boat will stay in the river and form one of a line to be run between this city and points up the river.

"The CHESAPEAKE was bid in by Mr. W. P. Hall for \$10,000, who will take her to the Mississippi and run her between Memphis and New Orleans. The CHESAPEAKE cost \$35,000. Both boats are well equipped for business." Both prices were bargains.

The more-fortunate BELLE OF THE COAST somehow missed going under the auctioneer's hammer and without much fanfare quietly folded her tents and limped back to New Orleans a few weeks later. She would run for many more years out of the Crescent City before coming to her end by fire. She burned at Carrollton, Louisiana on January 8, 1897, fortunately no lives were lost.

The CHESAPEAKE was taken by Hall to Memphis. She did not last long there, however, as less than a year after her hull had last wetted Florida waters, she went

Above - Henry Bradley Plant's steel-hulled CHATTAHOOCHEE underway on the St. Johns near Racemo landing, note posed rowboat and occupant in foreground.

up in flames at New Madrid, Missouri. The date was March 27, 1887. No lives were lost. It is thought that her whistle was salvaged and installed at a Memphis mill.

Mr. John Christopher, the new owner of the QUEEN OF ST. JOHNS, was a prominent Jacksonville business man who was involved in heavy machinery, foundry work and trading in heavy goods, mill supplies and the like. He later pioneered in the use of refrigerated ships to carry oranges northward to market and had interests in many vessels. His firm still continues in business today in Jacksonville, although in different lines. An old brick warehouse and headquarters of his firm, the Christopher building, stands next to the Duval County courthouse on Bay Street. Many times repainted, it now houses old government records.

Christopher operated the QUEEN OF ST. JOHNS for the winter season of 1886-1887 and he made an earnest effort to sell her in February of 1887. He also operated her during the winter season of 1887-1888, charging a fare of \$2.00 at one time for the Jacksonville to Sanford trip.

The QUEEN OF ST. JOHNS closed out the year of 1887 in bad style with a December 27 collision with the CITY OF JACKSON-

TWO DOLLARS!

—TO—

SANFORD,
ENTERPRISE,
AND WAY LANDINGS

—BY—

THE ELEGANT STEAMER

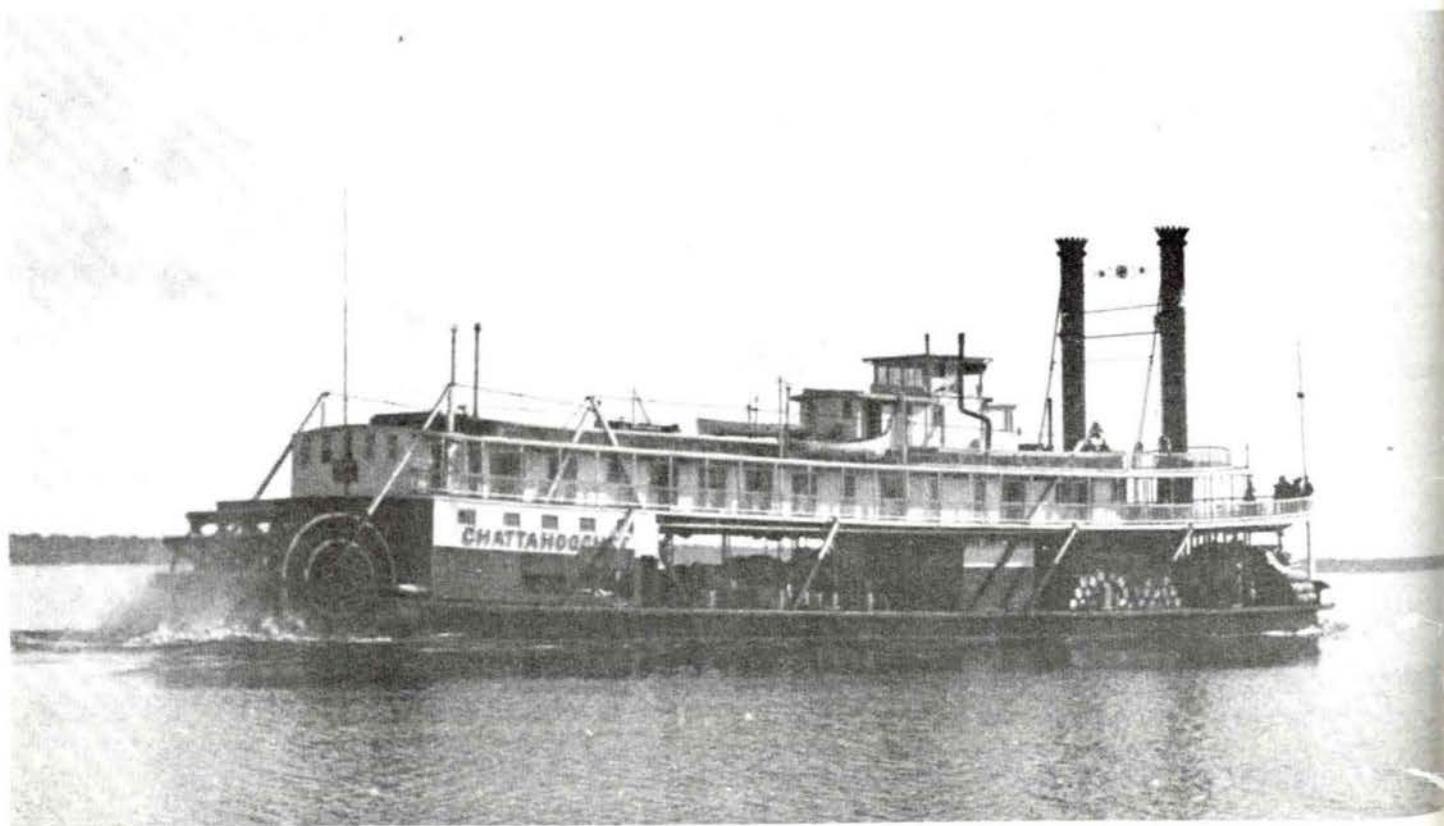
QUEEN OF THE ST. JOHNS

WHARF FOOT OF PINE ST.

VILLE. Much damage was done. Her last accident on the St. Johns came on April 2, 1888 when she again collided with the CITY OF JACKSONVILLE.

QUEEN OF ST. JOHNS came to a rather sad end. For the summer excursion trade of 1888, John Christopher dispatched her to Wilmington, North Carolina. She operated there as a Cape Fear River local excursion boat, usually to nearby Southport. This enterprise did not pay and she was withdrawn, and, having no immediate prospects was tied up at the river bank at Wilmington and placed under the charge of a watchman.

On Wednesday night, July 10, 1889, about





9 p.m., she caught fire and completely burned. Starting amidships the flames sped fore and aft and attracted many hundreds of spectators by their brilliance.

Two steam tugs, the MARIE and the PHILADELPHIA, went to her aid, but could do little. The MARIE, however, did manage to get her hose in play and extinguished flames that had spread to Bowden's naval stores yard which was adjacent.

The watchman on duty blamed sparks from a passing steamer as the cause. Mr. Elisha Warren went aboard the QUEEN OF ST. JOHNS, threw her anchors overboard, and with others, cut a hole in her side to let water in to squelch the flames.

The QUEEN OF ST. JOHNS was supposedly insured for \$10,000 and had 60 cords of lightwood in her hold at the time. The machinery was thought to be worthless. Mr. J. O. Bowden suffered some \$1,000 loss to his property and had no insurance.

Thus perished one of the most interesting steamboats to grace the St. Johns and certainly one most devoid of good luck. She was a severe financial loss to all who owned her during her debt-ridden lifetime.

Preceding page - CHATTAHOOCHEE near Lake George. Above - "Moonlight" on the St. Johns, at Jacksonville. FLORIDA and BELLE OF THE COAST at extreme left, ferry in center, down-river steamboat in distance.

Excursions, Excursions, Excursions!

By the mid-1870's, Jacksonville was well over Reconstruction and tourists were coming into the area in record numbers. Both tourists and residents alike used steamboats for recreational purposes as the following accounts portray. All are taken from the Jacksonville Tri-Weekly Union.

* * * *

EXCURSION - March 7, 1874

"The fine weather that we are now enjoying makes the residents and visitors look more to the river than the ballroom for enjoyment. And every day some excursion party (provided with baskets and bundles) may be seen starting out for a day's sport.

"On Wednesday, a select party chartered the steamer MARY DRAPER for a day's boat ride up Julington Creek, and at 9:00, the steamer left the wharf with a full number of ladies and gentlemen for that point stopping at Mandarin to visit Mrs. Stowe's beautiful place where the number of excursionists were increased by the Misses Stowe and a provision of a large basket of fine oranges plucked from the grove while the party was at viewing the grounds and enjoying the sniff of air laden with the fragrance of an orange grove just blooming. After a stay of 15 minutes, a very good pilot, who is more admired for beauty than ability, pulled the rope, the whistle blew, and in 20 the woman at the wheel announced that we were pulling out for Julington Creek to which the steamer DRAPER turned with 20 lookouts or more. Not a single alligator would present itself to sight giving rise to the belief that this family does not participate in a game of chance during Lent. The sportmen on board, amateur and professionals, displayed their excellent expertness by making a target of every conceivable object not a tree until the most tender hearted on board became satisfied that the alligator family would not suffer much if they did enter the game. In fact, one of the

hands offered to play alligator for \$5 a shot much to the chagrin of the Lords of Creation and the fair sex.

"At half past two o'clock the party arrived at the head of steam navigation for the DRAPER and two doves of the masculine gender were put out to look for a resting place. One came back with wet feet and reported plenty of flowers, a sample of which they brought, and stated the waters had not subsided for a landing. So down the stream the boaters steered their canoe until the high bluff was found and from which the landing was made. The table cloths were quickly spread and soon there was a repast set before the company, dainty and substantial enough for a king. Then there was (a) set to, Chief Justice demolishing turkey, the U. S. Senator, going for pork and beans, the Mayor taking plenty of tongue, our ex-alderman calling for macaroni and the tall man from Bay Street and the short one - the latter trying to make up for his deficiency in reaching by running around the table for



Above - MARY DRAPER, long-lasting St. Johns river craft, shown here in modified version many years after her Florida service.

the good things.

"Then there was Mrs. A of Jacksonville distributing her delicious cake; Mrs. B from Boston eschewing such trifles and calling for bread; Mrs. G chaperoning and Mrs. R doling out her nice prize. While Mrs. R and Mrs. Vann were dealing out the goodies and substantials for those to-be-remembered baskets from Mrs. M. And all were aiding to make all have a good time as all were on the level except those upon the slope.

"Soon coffee time came, and as each finished their coffee they started to gather wild flowers, each returning with a bouquet and ready for homeward bound. All aboard and down the stream again. At the mouth of the creek the vote was taken and it was decided to go to Green Cove Springs instead of returning to Jacksonville.

"Arriving at the Springs at half past seven, most of the party went to the Union House where they were met at the door cordially by the ever congenial host, Austin.

"The story was soon told and rooms were provided as well as the crowded condition of the house would permit and although supper was over a repast was prepared in good time. If the party had been expected I think nothing more agreeable could have been done for them. For good table, genial host and a comfortable house, just far enough from the Springs to be out of the reach of the offensive sulphurous odors, commendations to the Union House and the

genial Austin. At half past eight o'clock the party started for a moonlight ride. To describe the beauty of moonlight thrills on the St. Johns is out of our power. Its effects are wonderful. Broken engagement . . . neglected household duties, and the fatigue of a day's picnic were all forgotten and the extension of the excursion to midnight was forgiven by its opponents under the influence of the beautiful night. And as the steamer touched the wharf near the small hours of morn, not a single word of complaint was heard and all pronounced themselves well pleased with the whole affair. So passed off an excursion without a single discontented individual in the party - thanks to Mr. Fuller. Who could be cross from Florida where a climate is so much to aid in enjoyment."

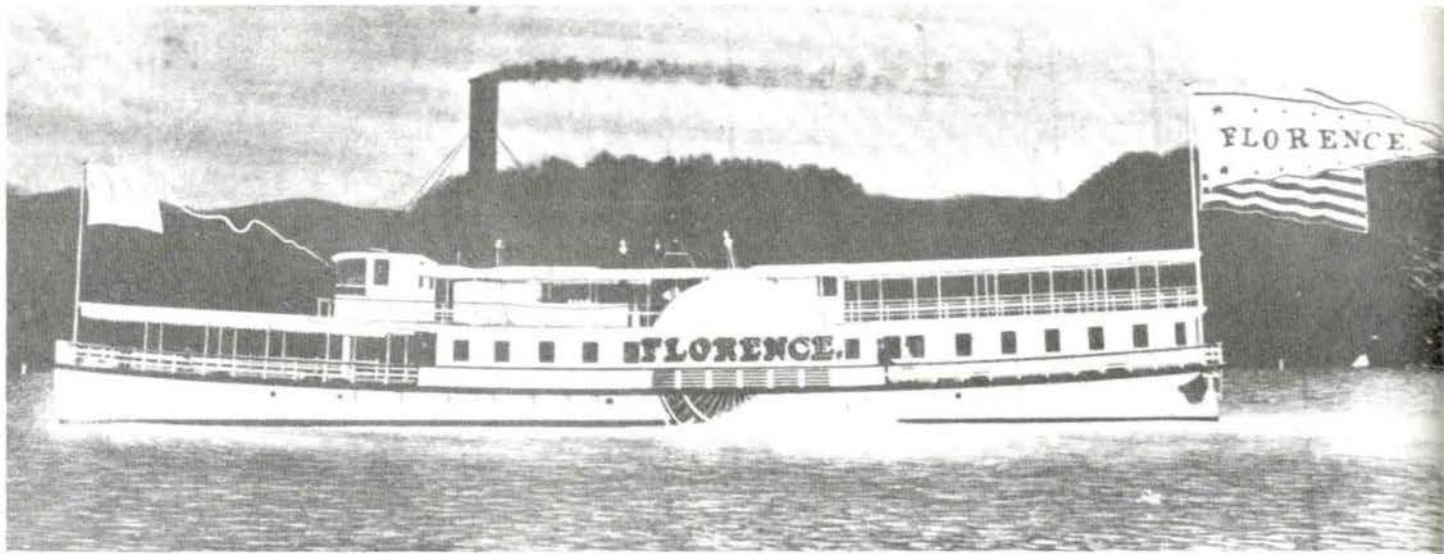
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THE PICNIC EXCURSION - May 7, 1874

"A thing of beauty is a joy forever. Never was this poetic truth more beautifully illustrated than by our delightful sabbath school picnic to Hibernia on Tuesday the 5th of May. No amount of courtship could have wooed from the calendar a more lovely day for the excursion. The very law of contrast contributed no little to this end. The anguished storm of the preceding day and night threatening with its blind splashing rain, its vivid fla-



The Misses Stowe at their Mandarin home. Note distinctive columns with "U" decorated roof supports, porch detoured around large oak clusters.



*Above - Bard painting of
Jacob Brock's FLORENCE.
Left - Captain Jacob
Brock. Right - Captain
Charles Brock, son of
Jacob Brock.*



shes of lightning and heaven's avowed artillery to quench the hopes of the most ardent and trustful, were turned by omnipotent hands into the dawn of a day resplendent with sunshine, balmy breezes, and cerulean sky. The waking eyes of the anxious expectant school were greeted with the dawn of serene loveliness; all hearts caught the inspiration and joy and held it as earnest of the sweet draught we would be permitted to draw from the cup of innocent pleasure.

"At 9:00 punctually the school children and parents (Newnan Street Presbyterian Sabbath School) and many friends were assembled on deck of the beautiful FLORENCE which through the kindness of Captain (Jacob or Charles) Brock having placed her at our command for the day. Under the skillful guidance of Captain Nick King, the veteran monarch of the waters, we felt there would be nothing lacking . . . to

insure a pleasant and safe ride on the bosom of the noble St. Johns. We need not dwell upon the delights of a trip up river, it is an all told tale which is not needed . . . At the last sound of the whistle the swift-winged FLORENCE dashed from her wharf and soon a beautiful floral city lingered on the vision only as a dream. Billows, hamlets and groves passed by as things of life and they were lost to view on deck and cabin. Innocent merry hearts with song and shout were making melody such as angels might approve and amply rewarding parents and teachers for all their care and trouble. Even the gallant purser caught the infection and proved by his fascinating devotion as deft in the use of honeyed words and bewitching glance as with cash and ledger . . .

"And now Hibernia is reached. What a glorious consummation. What a kind and cordial welcome from the hospitable fami-

ly! What a magnificent spot for a picnic! Such noble trees and shady lawn and rustic seats and airy crow's nest and grape vine bowers. Such splendid walks along the river bank and through groves of evergreen and over miniature suspension bridges spanning imaginary caverns! Such a profusion of wild flowers and singing birds and romping children. Is it a wonder our hearts bound with delight as we by kind permission take possession of this lovely spot and prepare to entwine the smiles of the elfish wood nymph whose own forest we have invaded to see as if by magic how the lady swings with dangling grace from the friendly oaks. Croquet grounds with pickets set and balls and mallets challenging the divinities to action. The rustic table inspired by whetted appetite improvised by a deft skill and spread by gentle loving hands with a feast to tempt a king (nor was there wanting one to yield with right royal grace to the temptation) to see with what esprit de corps the little ones lead the charge upon these tempting viands followed in dignified array by the more stately but not less demolishing onslaught of the stalwart knights flanked by matron and maidens fair--yea, yea! The scenes and doings of the day were indeed

inspiring to the last degree and can never fade from memory of the happy participants. Nor was the conclusion unworthy of the occasion--before the recall was sounded the joyous throng collected in an animated group beneath the festive grove and listened with rapt attention to the recitation by the author, Dr. A. W. Knight, of the following appropriate poem . . .

"After the poem was done the FLORENCE once more received its previous loading of freight and amid innocent mirth there was the old, young and gay, and with many expressions of thanks to Captain Brock, Captain King and the hospitable Flemings, with grateful acknowledgements to the giver of all goods, returned to our happy homes as contented a picnic party as ever had been on the advent of May."

* * * *

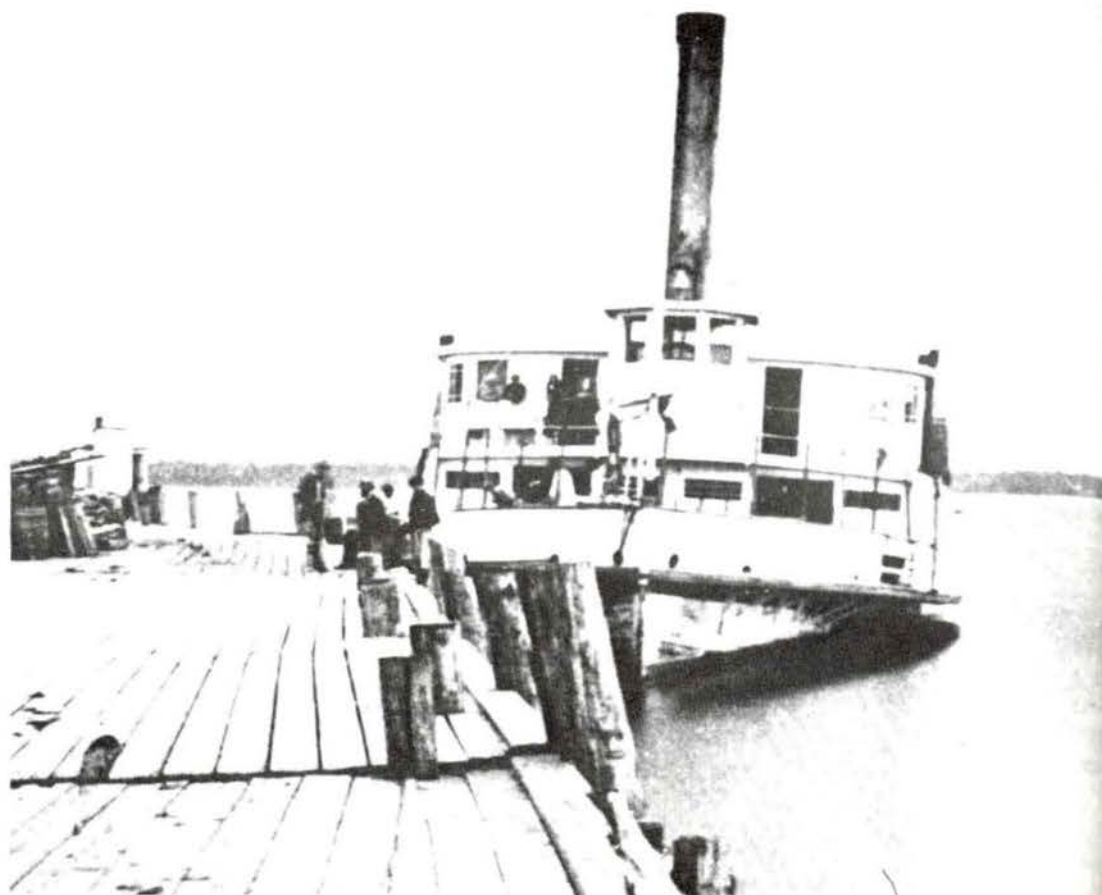
THE GLORIOUS FOURTH AT MAYPORT - July 7, 1874

"The St. Johns Shooting Club, patriotically moved, and socially inclined, gave

Below - Passengers ashore at a landing,
POCOSIN at left, unknown steamer right.



Above - FLOR-
ENCE at a Pa-
latka wharf in
need of repair.
Below - FLOR-
ENCE at Green
Cove Springs
landing. Next
page - Mayport
lighthouse.



its first annual excursion on Saturday to the bar. The steamer FLORENCE under command of the veteran (Nick) King was chartered. Early in the morning the entire club save a few who were detailed to attend to the affairs of the club politically, and represent them in the Convention of that day, mustered in force.

"Numerous guests joined in the excursion. And a full band was on board for the use of the dancing inclined. After a pleasant cloudy morning spent in sharp-shooting practice at some stray sea gulls and old logs, arrived off Mayport at 1 P.M. Taking on board a few friends and (stopping) at Pilot Town (took on) a small party who were to be the guests of the genial proprietors of Ft. George Island, the FLORENCE started for the south beach. Dinner was announced and the hungry crowd sat down to the well spread table. Hardly through the first course and well on to the second course when the steamer struck the first heavy swell. All smiled languidly and looked brave and one ferocious member of the club who had traveled called vigorously for the coconut pie. It was no use, swells succeeded, lips grew white and even brave shooting men, by long encounters with gyro traps made brave, had sudden business with the captain. After pitching and rolling for some few minutes and the rain coming down not hard but persistently, the south beach and surf bathing was abandoned and a return to Mayport voted.

"Arrived at Mayport the entire party disembarked and the trap was put in position. Gallant Captain R. who in early times had planted ugly barking machines on the same beach was in command of the string and for the second time in his life the Captain fixed something in position at Mayport to be shot at. Five members entered for the contest. The trap worked well and the gyros rose well and the birds fell as well as could be expected. Barring a blank cartridge which one member tried to bring down a bird, the shooting was good. Between shots the club practiced at the stray, wandering gulls and many good shots were made. The contest resulted in a tie and after trying anew, the honors were awarded to Major Little, Mr. Livingston being the second best.

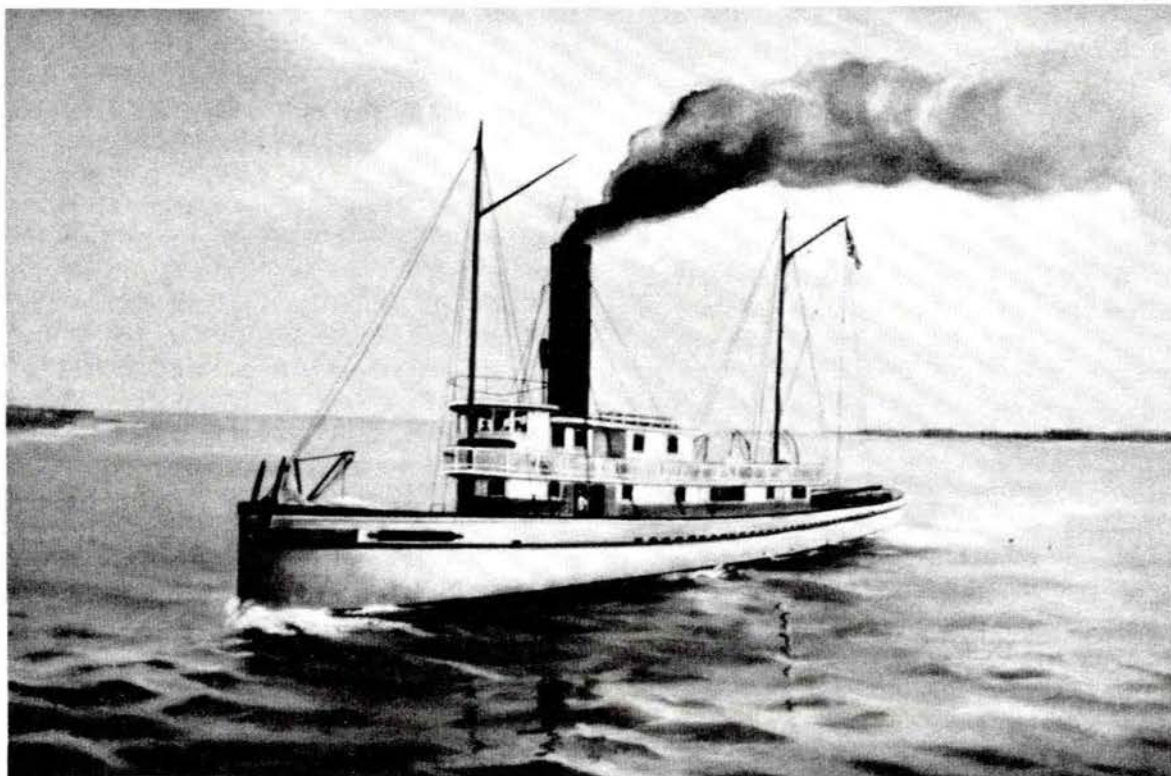
"After a short time viewing the fast improving town, the FLORENCE was put under

way for home. Arrived off Jacksonville just as the first rocket was sent up from the fireboat, Captain King anchored off the boat in full view of the display. From the center of the stream the display was rendered beautifully and too much praise could not be awarded Messrs. Wilson and Warwick for the perseverences of their skill. The program was one that would reflect credit on a much larger city than ours.

"At 10 P.M. the wharf was reached and a tired and happy crowd went ashore well satisfied with the day patriotically spent and with the feeling 'the glorious 4th in boating' might be hotter and excel in cider and ginger cakes; the Centennial Fourth in Philadelphia excel in powder and stump speeches, but for a pleasant day full of enjoyment one must come to Florida and spend a day at Mayport under the auspices of the St. Johns Club."



The Governor and his Steamboat



In 1893, Captain Napoleon Bonaparte Broward, then Sheriff of Duval County and a steamboat captain and pilot in his own right on the St. Johns River, decided that he wanted a steamboat of his own. Ostensibly built as a towing vessel and one that could be used in "wrecking", the term then in vogue for what today is known as salvage, the vessel and Broward were to be caught up in the turn of events and jointly achieve fame. The vessel would become famous in Cuban history and would help Broward achieve the governorship of Florida.

On December 18, 1893, Broward entered into an agreement with two partners, John J. Daly and Charles Scammell, proprietors in a boat-building business on Fort George Island, Florida for the construction of "one boat hull." This venture was to result in the construction of the famed filibustering tug, the THREE FRIENDS.

Judging by the agreement between the parties, Broward had little cash for the

construction but agreed to pay \$2,200 for the hull only (no machinery, deck housings and equipment were to be furnished) at a minimum rate of \$25 for each week that work occurred. The hull, from keel to rail, was expected to be finished by October 15, 1894. Broward was also to furnish all material for the hull.

The agreement specified (in part) the providing of a vessel "about 125 feet long, 23 feet wide, 10-foot hold (depth) amidships, twelve feet deep forward and thirteen feet deep from heel to deck at stern." The wooden materials specified consisted of live oak for the stern apron and stern post, white pine for deck planks and yellow pine for the main keelson, which was a respectful 12 x 12-inch timber. A unique wood, Madeira, (termed "horse flesh"), that was obtained from

Original oil painting of THREE FRIENDS in her initial version. Artist, William "Bill" Trotter.

Andros Island in the Bahamas, was used for the knees and frame material. The yellow pine hull planking was of three and two and a half inches in thickness. Most of the remainder of the wood used was yellow pine, a local wood plentiful in the Jacksonville area.

The hull and deck were to be "corked (caulked) in a workman-like manner with one thread of cotton and two threads of oakum." The hull would have one coat of "primer" applied and was to be fastened with spikes and treenails (wooden pegs) with brass fastenings used in crucial areas such as those near the stern.

Broward had designed the vessel himself, whittling out the hull shape and discussing the matter with shipbuilder Daly. To assist him in this venture, Broward had taken on two partners, his two-year younger brother, Montcalm, a pilot and riverboat captain, and George DeCottes, a Jacksonville dealer in wood. Broward set up 100 shares in the venture, kept (or bought) 58 himself, had two shares for Montcalm and George DeCottes had 40 shares.

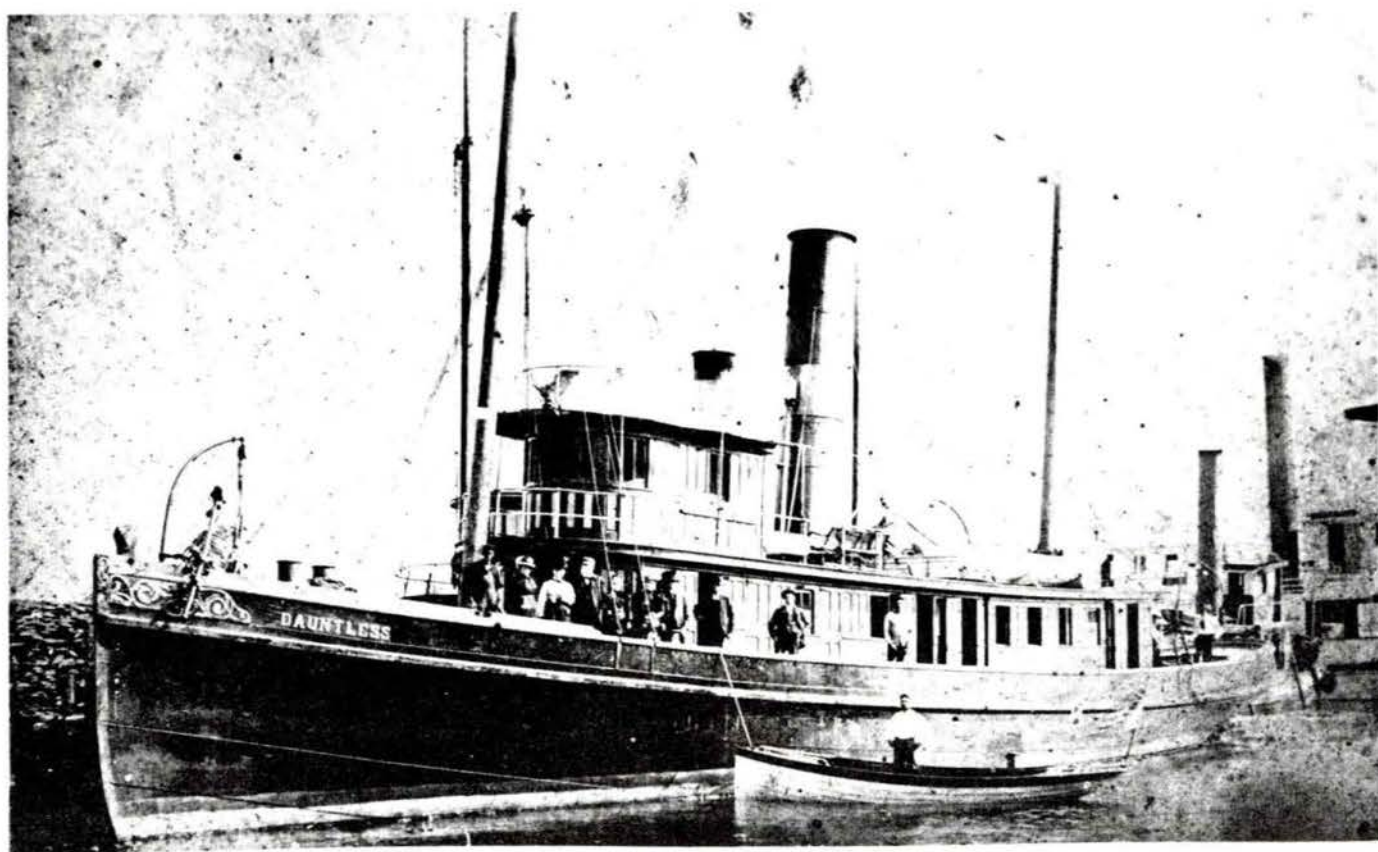
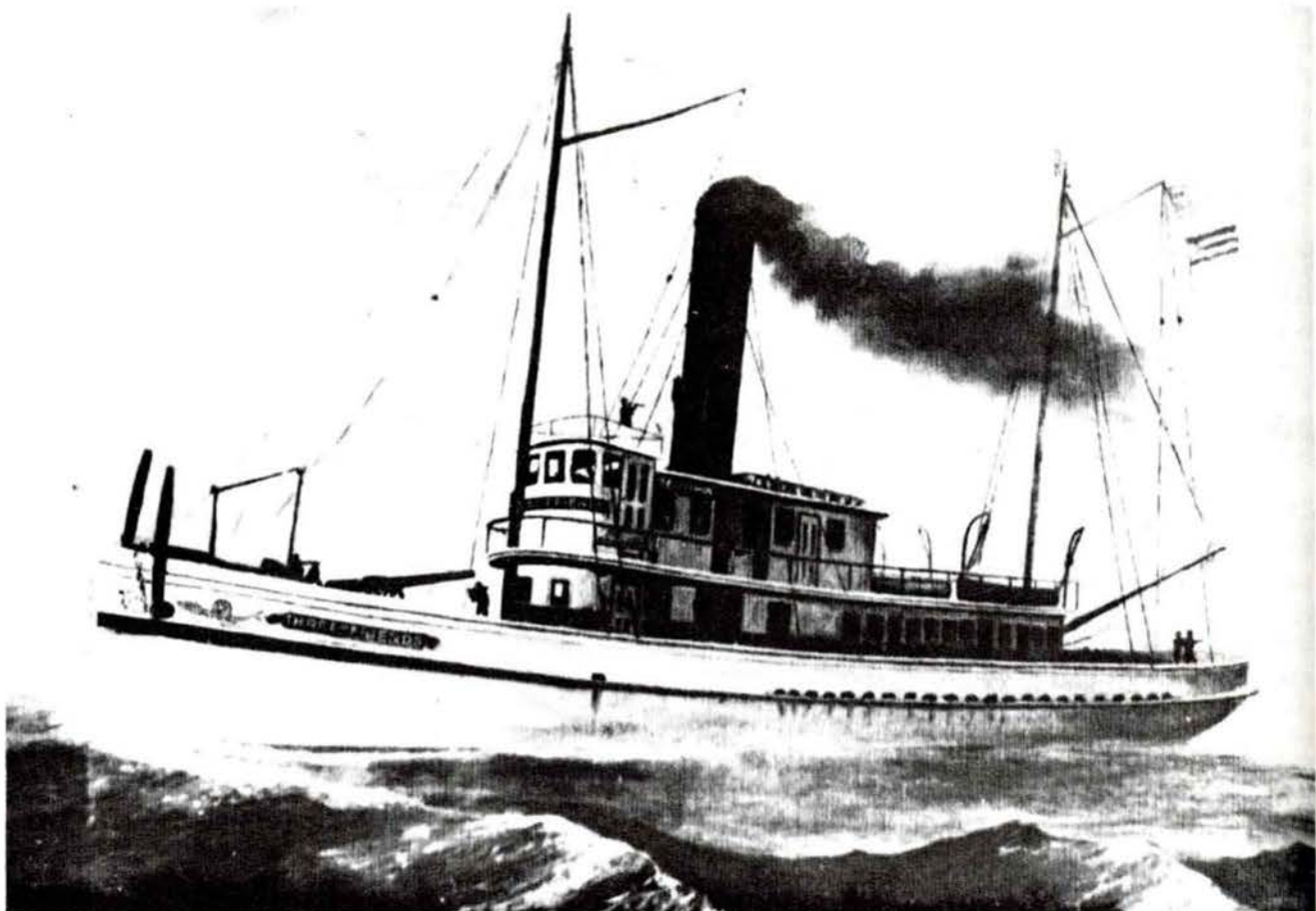
Work evidently continued steadily but perhaps not urgently at Daly's and Scammell's yard but finally on February 2, 1895, the vessel was launched before "a large crowd of people." As the February 3, 1895 Florida Daily Citizen indicated, "At 2 o'clock everything was ready, and the sound of hammers could be heard, knocking away the chocks, and soon she began to glide slowly into the river, gaining in speed as she went along. Just as she started off, Miss Hortense Broward smashed a bottle of wine over the bow of the vessel and exclaimed, "I name thee THREE FRIENDS." Hortense was the younger sister of Napoleon Broward.

The THREE FRIENDS was greeted by long whistle blasts from neighboring saw mills and watching river craft. The vessel did not go beyond the slip and was taken in charge of the tug LEVI H. PELTON and towed to the wharf end. The paper went on, "Next fall the boat will be completed. The engines are yet to be built and will be made by Tim Murphy (then employed at the Jacksonville Machine and Iron Works, part of Merrill-Stevens and now Jacksonville Shipyards, Inc.) from patterns furnished by one of the best-known houses in the country." The new vessel was expected to be the "queen of southern



Above - Napolen B. Broward aboard THREE FRIENDS. Below - John J. Daly, builder, Bob Carter sketch.





waters, and beat even the DAUNTLESS, which is now the fastest tug in the south."

At the time of the christening, the three owners could not decide on a name. In order to settle the matter they resorted to an auction with the winner getting the privilege of naming the vessel. Charles M. Ellis was the auctioneer and the highest bidder was George DeCottes and for \$80 he was awarded the privilege of naming her THREE FRIENDS in honor of the three partners.

* * * *

Since this narrative is as much about Captain Napoleon Bonaparte Broward as it is about the THREE FRIENDS, some background might be pertinent. The Captains Broward had an extremely bleak childhood. Napoleon was born on April 19, 1857 and his brother Montcalm two years afterwards. Their home was on Cedar Creek where it emptied into the St. Johns River, a long way as distance was measured in those days from downtown Jacksonville. The Civil War came on and when the St. Johns area was invaded by Federal troops in March of 1862, the Broward family moved to White Springs in Hamilton County for the duration plus. When they moved back to Cedar Creek in 1867, they came back to find their slaves freed and their houses and other farm possessions burned, destroyed or stolen. Much of their land was lost to carpetbaggers under the new reconstruction administration in power.

Although very young, Montcalm and Napoleon helped their father build a log house for shelter and they started back in farming. A good harvest helped in the fall of 1868, and the boys had also resorted to fishing to add to the family's larder. They added to their income when their uncle, Joseph Parsons, himself a river captain, paid the Broward boys one cent each for making water-oak pins which were used to fasten elements of log rafts together. Soon, however, the family despaired of the Cedar Creek area and moved to the family home of John Broward, grandfather of the two boys.

As if abject poverty were not enough, the boys' mother died in 1869. Their father was never the same thereafter, and in December, 1870, he died. An uncle they had farmed with moved to Jacksonville. The two boys, now 13 and 11, were left

entirely alone when their sisters and other female relatives moved into downtown Jacksonville and opened a boarding house to make ends meet. The boys remained and tried to grow corn and potatoes and raise hogs, much hunting of deer, turkeys and squirrels was done and two dogs were their only companions.

In the fall of 1871, the Broward boys moved to the home of Uncle Joe Parsons and were employed at his Mill Cove lumber camp. In 1875, they relocated to the home of their maternal grandfather, Amander Parsons, for a few months. They later farmed there. Napoleon also attended school, at least on a partial basis, but, in the spring of 1875, he went to work on Captain Joe Parsons' steamboat. Starting out as a clerk, he worked as an assistant fireman, then deckhand and wheelman, the latter post being one of some responsibility. He grew to love the river but left it in the fall of 1875 and attended school in New Berlin on Dame's Point. He lived with the Dame's Point lighthouse keeper, Captain Summers. (The lighthouse is gone now, a victim of channel deepening in the 1880's.)

A prominent citizen, river captain and boat yard owner in the area was David Kemps of New Berlin. Young Napoleon was attracted to his daughter, Georgiana Carolina, known as Carrie. A friendship developed, which was interrupted in the summer of 1876 when Broward shipped north on a lumber schooner. He visited his younger sister Hortense in Middletown, New York and worked his way by odd jobs to Cape Cod, Massachusetts in early December. He shipped aboard a Grand Banks fishing schooner and, shifting vessels often, worked in varied seafaring pursuits for two years.

Some time in 1878, possibly in the fall, he was back on the St. Johns as a wheelman on a steamboat. Late in 1879 he moved to New Berlin where Captain David Kemps employed him on one of his vessels. Over a three-year period, he progressed from mate to captain. By 1882, in the midst of a frenzied period of traffic on the river, Broward was found on a Mayport, Jacksonville, Palatka and Enterprise route. In the fall and winter of 1882, he worked on a tug towing materials used in construction of the jetties then being built at the mouth of the St. Johns river.

Carrie Kemps was a frequent traveler on her father's vessels, and she and Broward further developed their friendship. By December, 1882, Broward had become a partner in Captain Kemps' boat business and he married Carrie in early January, 1883 in New Berlin. In May, 1883, Captain Broward was appointed to be a St. Johns River Bar Pilot. Vessels entering the St. Johns had to take on a licensed bar pilot to have their ships piloted to Jacksonville, some 18 miles away from the Atlantic exacting a fee based on the size of the vessel in doing so. This job enabled Broward to be with his wife at Mayport.

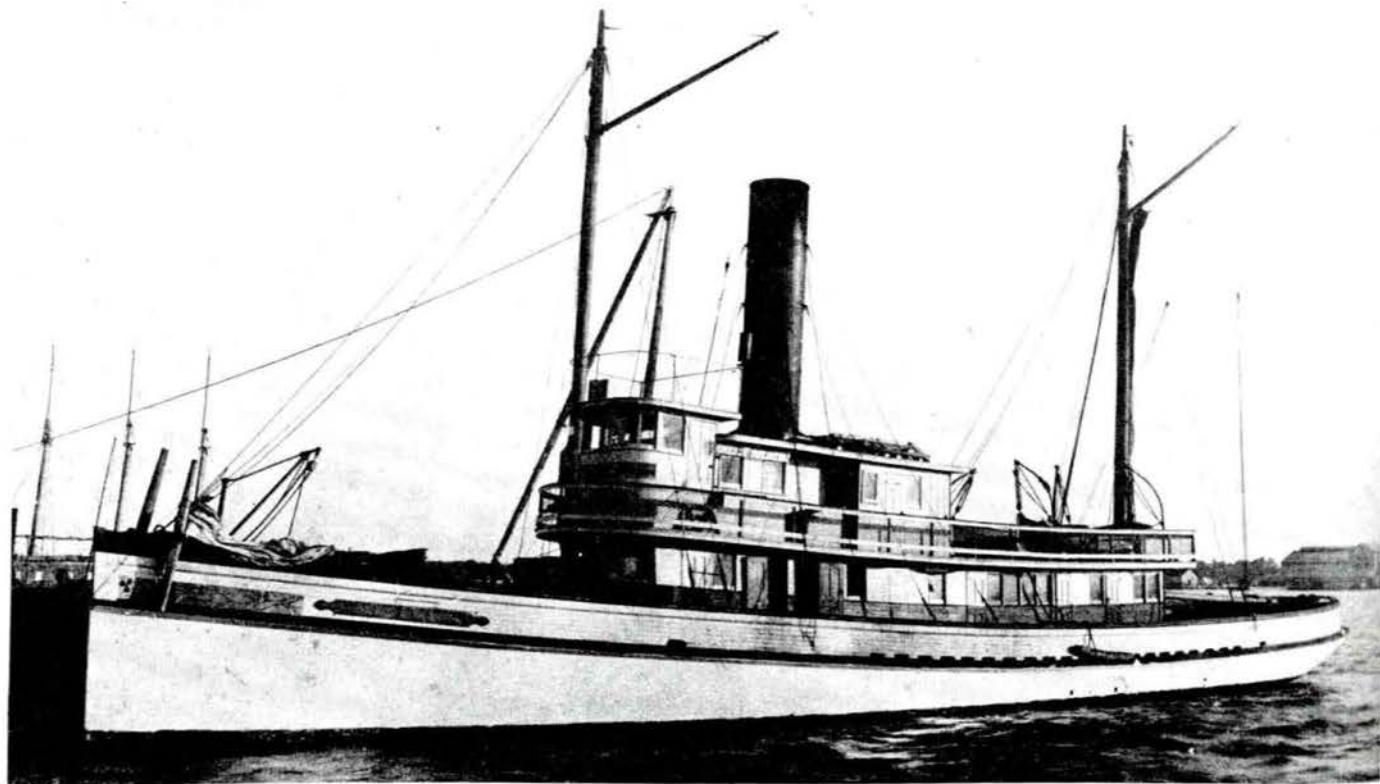
Due to the death of Broward's sister, Josephine, in mid-1883, Napoleon and Carrie decided to live in her house in the Springfield area of Jacksonville (East Duval Street near St. Andrews Church). Carrie had become pregnant and then had a baby boy (Napoleon) on October 29. A day or two later, Carrie sickened and died from the effects of dengue fever. In mid-December, the baby died. Napoleon had had more than his cup of sorrow and it was running over.

After his visitation with death, Broward plunged himself into his pilot's duties but in June, 1884 headed north once again

for an interlude away from Florida. He was back in New Berlin in late fall when he went to work for his former father-in-law, Captain Kemps, on the steamboat DAVID KEMPS. When Captain Kemps' new steamboat, the KATE SPENCER, was completed at New Berlin in 1885, Kemps and he became partners on her. By summer, 1885, the KATE SPENCER was making two round trips daily between Jacksonville and the lower St. Johns river communities as a type of commuter service. The KATE SPENCER's official number was 14440, her length was 125 feet; width, 21.8 feet; depth of hold, 6 feet. Her net tonnage was 52 and her gross was 104. She was a propeller vessel and was named for the postmistress of New Berlin.

Life on the KATE SPENCER led Broward to his second wife, Annie Douglass. In the fall of 1886, she was a frequent passenger on Broward's vessel. Broward took a keen interest in her and they eventually married in May, 1887. It was to be a joyous, child-filled marriage that lasted until Broward's death in October, 1910. For several months after the marriage he continued on the KATE SPENCER, always en-

Page 118 - Upper THREE FRIENDS. Lower - DAUNTLESS, rival tug. Below - THREE FRIENDS.



tranced by life on the river. However, events in Jacksonville were to intervene.

In January, 1888, Florida's Governor Edward Perry replaced the elected sheriff in Duval County and appointed Broward in his place, due to the former's apparent negligence and the latter's standing in the community. Broward started out by cracking down on illegal gambling in the city. By summer, the dreaded yellow fever was of epidemic proportions in the city and Broward sent Annie to New York for her safety. All steamboat service on the river was stopped and the Clyde Line even suspended service from the north. Cold weather finally brought the disease to an end.

Broward stood for election in the fall of 1888 but was not elected, partly because many of his supporters had fled the city due to fear of the plague. A year prior he had purchased a grist mill and woodyard from George DeCottes and he now worked actively at it. He had given up command of the KATE SPENCER but still retained his part ownership.

However, due to a technicality in obtaining bond, the elected Sheriff, Roy P. Moody, was ousted from office and Broward was re-appointed in his stead in March, 1889. A few months later in July, 1889, he sold his interest in the KATE SPENCER to George DeCottes but still continued to manage his woodyard and grist mill.

Politically, Broward stood for reelection in the fall of 1890 and was voted into office. In the fall of 1891, he formed a small boat-building company which constructed a small yacht, the ANNIE DORCAS. Named for his young daughter, the 30-foot yacht won many sailing races on the river.

In the fall of 1892, Broward won again as Sheriff and emerged as a leader in the liberal faction of the Democratic party. His 1893 year as sheriff was largely uneventful except for concerns arising from the off-and-on "Gentleman Jim" Corbett-Charles Mitchell prize fight held in Jacksonville, which finally occurred in early 1894, Corbett being an easy winner.

* * *

This departure has now brought us to the THREE FRIENDS period in Broward's life. During 1894 Broward worked on ordering the

necessary steam machinery and equipment for the THREE FRIENDS, supplying wood to the builders and making the required payments. In the fall of 1894 Broward as Sheriff maintained order at the polls at the election. He was accused of overzealousness and eventually was removed by the Governor in late 1894. Apparently, a low point in his life, the Governor's action made Broward a political martyr. It also gave him more time to attend to the THREE FRIENDS and get her launched on February 2, 1895.

Events elsewhere were to divert the THREE FRIENDS from her contemplated career as a towing or wrecking tug in the Florida Keys. By the end of February, another insurrection had broken out against the remnants of Spanish rule in the New World, namely Cuba. Once again the cry of "Cuba Libre" echoed across America. Florida renewed its fervor for the revolutionaries and became a rallying point for anti-Spanish Cuban emigres. In Washington, President Grover Cleveland saw to it that the United States was officially neutral and promised arrest for those who filibustered against the Spanish in Cuba. Many expeditions against the Spanish, however, would be launched from Florida despite the official stance.

As early as the summer of 1895, several prominent Cubans sounded out Broward as to using the THREE FRIENDS on a Cuban expedition. Broward's sympathies were with the freedom-seeking insurrectionists and he hoped for a recognition of that effort by the government. He eventually figured out ways, however, to circumvent at least the letter of the law but not its intent.

In the remaining months of the year, Broward was heavily engaged in political strategizing but also found time to finish the THREE FRIENDS and get her ready for her trials and maiden voyage. Tim Murphy had finished her engine and it was rated at 550 horsepower, according to the newspapers (official records say 525). The engine was of the triple-expansion type, with three cylinders of 14, 21 and 25 inch diameters, each with a 24-inch piston stroke. Her official number was 145703 and her dimensions were 112 by 24 by 8.8 feet. Her gross tonnage was 157 and her net 89. (Murphy later founded the Murphy Iron Works.)

In mid-January, 1896, the THREE FRIENDS, packed with coal, loaded a cargo of flour

and fertilizer and sailed to Nassau via Miami and Key West where she took on additional cargo. In a few days, Broward returned to Jacksonville. Subsequent cargoes and voyages were slow in coming and towing and salvage contracts were hard to get. Getting somewhat desperate, the three owners finally decided to throw in with the Cubans.

Filibustering is defined as the art of surreptitiously conveying munitions of war to those who are in rebellion against a government seeking to overthrow it. In the period immediately preceding the Spanish-American War, many successful filibustering expeditions were carried out and several of them originated in Jacksonville. The Cubans took advantage of the anti-Spanish sentiments to establish a branch of the Cuban Junta in Jacksonville and Jose Alejandro Huau, a cigar distributor, was its agent.

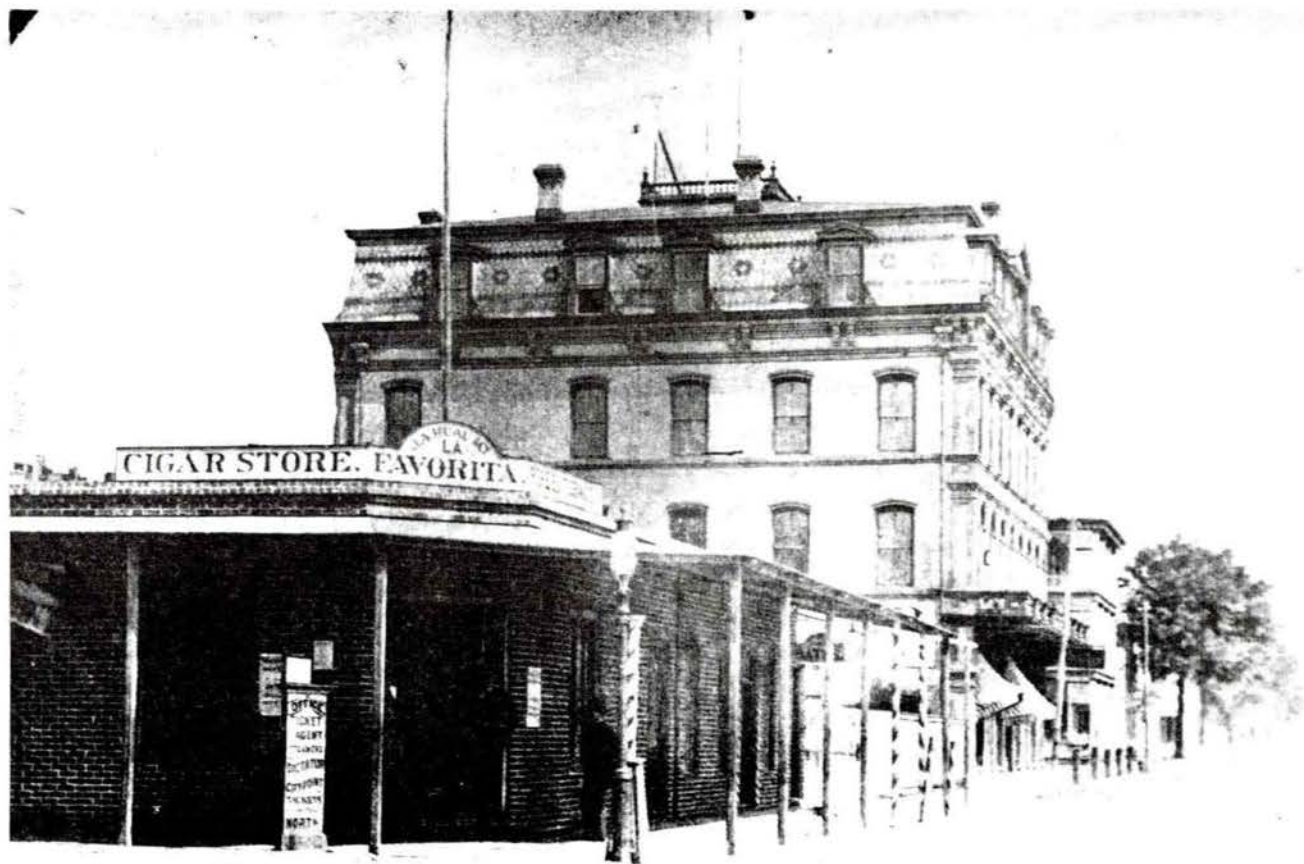
Jose Marti, prime leader of the Cuban independence movement, journeyed to Jacksonville many times in behalf of the

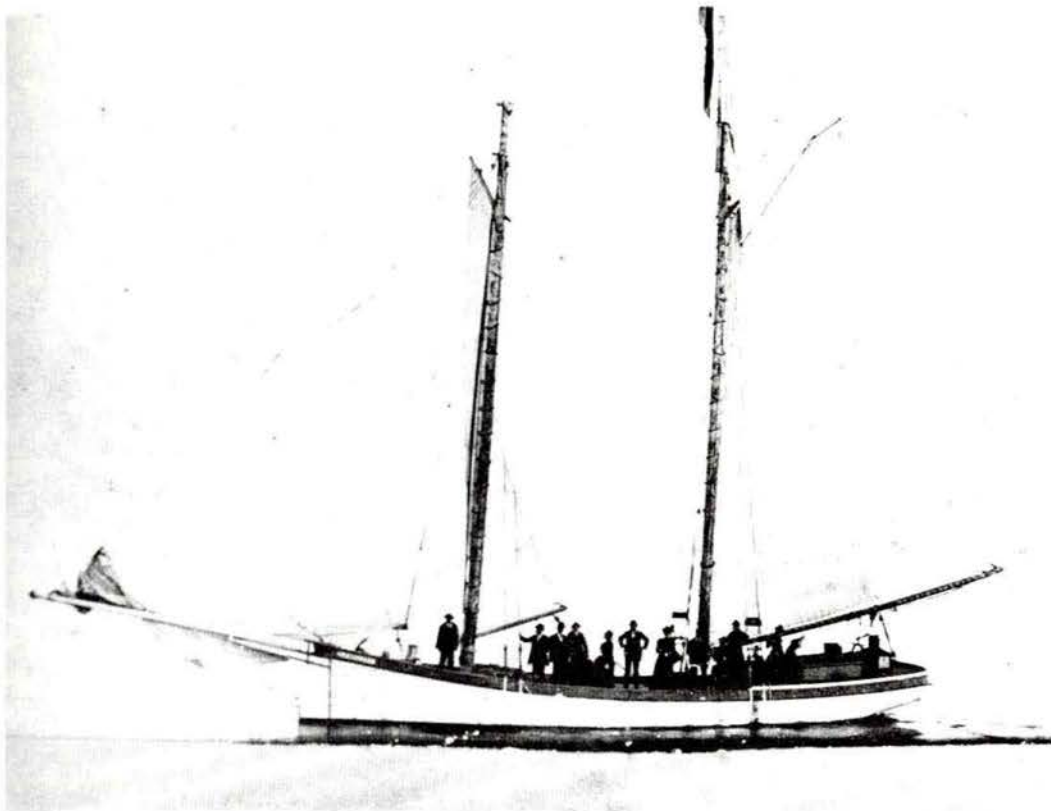
"revolution" and helped raise money. The Junta made arrangements for cargoes of munitions and supplies and sympathizers that would fight in Cuba and chartered vessels to deliver them. Obviously such activity was illegal but American sentiments being what they were, and also the expectation of large profits in the offing, served to interest many citizens of Jacksonville in filibustering.

Broward became interested in the business as did many others in Jacksonville such as Captains W. T. Lewis, E. S. Tuttle and John Gardner. John Dunn was the THREE FRIENDS' engineer and took more than a casual interest since it was his engine care that enabled the ventures to be successful. Broward's uncle, Amander Parsons, was another engineer and Cyrus Bisbee, A. W. Barrs and others took part.

Probably the most notorious of the filibusterers was Captain "Dynamite" Johnny O'Brien. He usually could be found on the super fast tug DAUNTLESS but was present on the THREE FRIENDS on perhaps her most hazardous voyage. Most of these people believed that while they were breaking the

Jose Huau's cigar store at the corner of Bay Street and Pine (Main) Street.





Rare photo of two-masted Cedar Key schooner, STEPHEN R. MALLORY, involved in furnishing munitions to Cuban patriots, aiding THREE FRIENDS.

law they committed no moral wrong in trying to overthrow Spanish rule in Cuba. Many were "in" for the money.

Although Cubans had been interested in the THREE FRIENDS during the time of her building and had frequently inspected her, it was not until February, 1896 that Broward entered into a formal agreement consummated in a meeting at Huau's downtown cigar establishment. Broward was represented by his Jacksonville attorney, J. M. Barrs, later to replace George DeCottes as an owner of the THREE FRIENDS.

The essence of the soon-arrived-at agreement was that Broward, using the THREE FRIENDS, would take Cuban patriots to Cuba and while en route, would meet a schooner laden with munitions, the STEPHEN R. MALLORY, of Cedar Keys and tow her to Cuba. This "towing" seemingly was the use of a loophole to get around the legal aspects of carrying munitions aboard. However, this condition did not last long.

Broward published an action-packed account of the first filibustering trip of the THREE FRIENDS. Its opportunistic scheming and skilled planning was worthy of a Hollywood suspense movie. A digest of the trip follows.

General Enrique Colasso and his Cuban staff of rebels (also termed "patriots") were in hiding in Tampa. Sixty-five of his men were on the small schooner ARDELL, lying somewhere in the Florida Keys.

General Colasso had Pinkerton detectives in the pay of Spain and perhaps the United States constantly watching his movements. Arms and ammunition were stored in a Cedar Keys warehouse which was also closely watched.

The action began when the STEPHEN R. MALLORY was ordered to Cedar Keys and upon arriving, her "patriots" were to load the munitions. Under cover of a dark rainy night they succeeded and the MALLORY then set out for Caesar's Creek in the Keys to meet the THREE FRIENDS.

Off Tampa, the STEPHEN R. MALLORY was challenged by the U. S. Revenue Cutter, LOUIS McLANE, an old 1861 sidewheel steamboat which carried two guns and a crew of about 40, but the MALLORY managed to escape after a chase. Another schooner loaded with munitions and attempting to rendezvous with the MALLORY, however, was captured by the McLANE and taken to Tampa. There she unloaded her cargo, labeled it "groceries" and shipped it to Wightman and Christopher in Jacksonville. When the

cargo arrived, Jose Huau notified Colasso in Tampa.

Colasso and his staff, still secreted in Tampa, entered a closed carriage and were driven to Port Tampa. At an intermediate point, everyone except one person got out, the one remaining got on the Plant Line steamer just about to leave for Key West. The Pinkertons followed the latter aboard, believing they were following General Colasso.

Meanwhile, the General and his retinue boarded another carriage, drove 25 miles east to Plant City and took a train to Jacksonville. Before daylight they got off at Orange Park where they were met by Alphonso Fritot. (Fritot was a Cuban Plant Line official and also an uncle of Jose Huau and was able to manipulate and move railroad cars, as needed for the rebels.) Fritot took Colasso's party in a naphthalaunch to Clarks Mills in Jacksonville, then by carriage to J. M. Barrs' residence. The Pinkertons at Key West, realizing when the ship went to Havana and Colasso had not gotten off, that they had been "had", accordingly wired Jacksonville and a watch was set on Huau's home.

Meanwhile, the THREE FRIENDS was berthed at her downtown wharf and was being made ready for a long voyage, taking on 100 tons of coal at the Alabama Coal Company, 60 barrels of water and copious provisions. She also erected two pairs of heavy davits. The local Spanish Vice-Consul took a keen interest in these activities aboard the THREE FRIENDS. After dark on March 11, the full-crewed THREE FRIENDS hoisted two large yawls and a naphtha yacht aboard and silently sped to the Wightman and Christopher warehouse where the "groceries" were taken aboard. Then the vessel proceeded three miles down the river to DeCottes' mill where Colasso, Colonel Charles Hernandez and A. W. Barrs went aboard. The THREE FRIENDS then set off rapidly down the river, creating a large wake in the process which threw several small fishing boats higher on the river banks.

The Spanish interests in Jacksonville managed to get the U. S. revenue cutter temporarily stationed there, the steamer GEORGE S. BOUTWELL of 1873, having two guns and crew of about 40, to start off in pursuit. However, the BOUTWELL was lacking good engine room performance and

needed drydocking. Her Captain Kilgore went to the area of the bar, querying many along the route as to the whereabouts of the THREE FRIENDS. He then returned to downtown Jacksonville. The Jacksonville morning newspapers gave him the news he needed, headlining, "THREE FRIENDS going to Cuba with General Colasso and Cuban army aboard!"

Once out on the Atlantic, Broward had his crew turn to and they repainted her white hull and upper works grey, turned her name boards and re-lettered her, "THE OX". She was en route to the STEPHEN R. MALLORY, more than 400 miles away.

March 12th was quiet aboard the THREE FRIENDS and the engineers carefully adjusted the engine, leaving a little slack that could be further tightened if greater speed was needed. An extra number of lookouts was kept. By evening, Cape Canaveral was rounded and the vessel had a scare when strange lights were seen. They proved to be those of a tug boat with several derrick barges in tow.

The THREE FRIENDS drove on during the night and by afternoon of the 13th had rendezvoused with the STEPHEN R. MALLORY near Caesar's Creek proximate to Cape Florida at Elliot's Key. The THREE FRIENDS instructed the MALLORY to follow her to Indian Key. En route, another filibustering vessel, COMMODORE, was sighted at 10 a.m. on the next day. The THREE FRIENDS anchored near Indian Key and lowered her naphtha yacht, sending A. W. Barrs, Charles Hernandez and Captain W. T. Lewis along to meet the MALLORY. By 5 p.m. the next day., the launch and the MALLORY had made contact.

However, just a few moments before the meeting, the master of the MALLORY, Captain Elliott, was stricken with severe paralysis (probably a stroke). Captain Broward informed Colasso that under these circumstances he would not tow the STEPHEN R. MALLORY but would instead take the munitions aboard the THREE FRIENDS. By 4 a.m. the next morning, this had been accomplished and the STEPHEN R. MALLORY raced away for Key West, hoping to get Captain Elliott there in time for medical attention. However, he died before the MALLORY reached port.

As soon as the MALLORY departed the THREE FRIENDS went to the schooner ARDELL and took the Cuban patriots aboard. The THREE FRIENDS then took off across

Alligator Reef for the open sea, all hands had a good breakfast and became acquainted. Double Headed Shot Keys was sighted at 11 a.m. and Broward indicated to Colasso that he wanted to land in Cuba that night.

About 9 p.m., the lighthouse at Cardenas on Key Pedro (Cuba) was sighted and a Cuban pilot took over. The weather was rainy and visibility was poor. Heated discussions ensued between the pilot and Broward and the course was repeatedly changed. Finally, the pilot indicated the desired spot had been reached and the THREE FRIENDS anchored in four fathoms of water. The cargo had been hoisted on deck, the lifeboats were then lowered and General Vasques and six others started for the shore on a reconnoitering expedition.

Rather than await the lifeboat party's return, the pilot ordered the other boats loaded and launched. Fifteen Cubans started for shore in each of the remaining boats. A few minutes later, two men returned from the shore in each of the remaining boats. They indicated that the THREE FRIENDS had anchored 100 yards from a Spanish fort! General Vasques and four men watched the fort's door, hoping that the Spanish guard would not emerge. Meanwhile, three lifeboats landed cargoes on the beach, one breaking up in the process. The Cubans started digging holes and began burying the munitions.

General Colasso then ordered the THREE FRIENDS' lifeboats ashore to bring back the Cubans who had previously landed. The Cuban pilot was two miles off the desired landing place, at which point a junction with General Lacrete's patriot army was expected. Despite the problems with the landing place, all the Cubans were placed ashore and most made their way overland to join up with Lacrete. The THREE FRIENDS hauled her last two boats aboard, cut her anchor cable and engineer John Dunn was ordered, "full speed."

While the Cubans were being landed, a small Spanish gunboat had appeared to seaward and turned a searchlight on the Cubans on the beach. The Cubans fired on the light which went out. The entire beach, however, was considerably lit up by the fire of the Cubans and Spanish. Then a larger gunboat was perceived by Broward and this one tried to cut off the THREE FRIENDS. It was a race for life as it was entirely possible in the event of capture

that all on board the THREE FRIENDS would suffer the fate of crew of the filibuster VIRGINIUS in the early 1870's. (The Spanish captured her and executed the 58-person crew.)

Daybreak was approaching, dark clouds were in the skies and a light rain was falling. The two vessels were converging on a collision course and Broward ordered his men to line up on the port side and take to the lifeboats when the impact occurred. They then would go back to the Cubans on the beach. As the THREE FRIENDS neared the gunboat, she turned starboard (right) at 90 degrees. However, the wind blew her smoke back towards the beach and the Spanish gunboat turned in that direction believing that the THREE FRIENDS had doubled back. Thus the two vessels were on rapidly diverging courses and in a few minutes were lost to each other.

The THREE FRIENDS made directly for Key West. The remaining cargo was placed below, all empty boxes disposed of overboard and the decks washed down.

By noon the THREE FRIENDS reached Key West and anchored to receive a hero's reception. The Spanish asked for Broward's arrest and confiscation of the ship. Officers from the U. S. revenue cutter based there boarded her and asked what the cargo was. Broward indicated, coal, water, arms, ammunition, picks and shovels. Since this cargo was consigned to Mr. A. W. Barrs, on board the THREE FRIENDS, and he had the right to own munitions, nothing was done. The THREE FRIENDS then departed for Jacksonville after notifying local Cuban patriots as to the expedition's success.

In the early afternoon of Sunday, March 22, the THREE FRIENDS entered the St. Johns River. She had been repainted white, her decks were washed, brass was polished and with name plates correctly back in place, she showed no evidence of the recent events. Broward docked his THREE FRIENDS at Wightman and Christopher's Wharf, and replendent in a white uniform joined Mrs. Broward in a carriage and drove to their home. Thus ended the first of eight filibustering voyages for the THREE FRIENDS.

Two months later, on May 22 at dawn, the THREE FRIENDS cast off and headed downriver, followed by the BOUTWELL. The former stopped at Woodlawn, the country home of Alexander Stevens of the Merrill



and Stevens shipyards. Despising security the crew of the THREE FRIENDS started loading munitions. With the BOUTWELL in close escort, Broward steamed back to Jacksonville and tied up at her dock at the foot of Washington Street.

The customs collector of the port, Cyrus Bisbee, inspected the THREE FRIEND's cargo, found it marked "ships stores" and indicated that the THREE FRIENDS was free to embark on any peaceful voyage. Broward even told the Spanish consul, Senor de Mariteague, that he had a cargo of 120 tons of coal and ammunition and arms for Key West. The next day, more guns and ammunition were loaded aboard. Broward still indicated the cargo was destined to Key West. The THREE FRIENDS got underway followed by the BOUTWELL. Broward and the THREE FRIENDS anchored near the mouth of the St. Johns at midnight and awaited the tide changes.

Meanwhile, the KATE SPENCER had transferred some Tampa-based Cubans to the fili-bustering LAURADA, and landed them near Pablo Beach on the Atlantic to be picked up by the THREE FRIENDS. Some 40 Cubans hidden at Woodlawn were carried by Merrill's launch LILLIAN downriver to the Atlantic where they joined the THREE FRIENDS.

Next morning the THREE FRIENDS, again shadowed by the BOUTWELL, put out to sea. During the night the BOUTWELL lost the THREE FRIENDS and returned to Jacksonville. Details are lacking on what happened on this voyage but the street story was that the arms and ammunition had been landed near Punta Gorda by the THREE FRIENDS.

Broward publicly insisted he was not planning another voyage, but on June 18th, the THREE FRIENDS was partly loaded with munitions and then set sail for waters off the Florida Keys. She had on board 350,000 rounds of rifle ammunition, 700 pounds of dynamite, 150 machetes, 250 Mauser rifles, 50 Remington carbines and miscellaneous arms and medical supplies.

On this trip, the cargo was unloaded near Pinar Del Rio in Cuba without a hitch and no sighting of the Spanish enemy. The THREE FRIENDS then proceeded to Key West. On June 29, the THREE FRIENDS and CITY OF KEY WEST, an occasional filibuster, but more often a Key West and Miami steamboat, were both seized at Key West. The government could not get the seizure to stand legally and the THREE FRIENDS took aboard

Stern view of THREE FRIENDS with spread awnings, shows furled sails.

the cargo from the CITY OF KEY WEST and put to sea on July 3rd.

Disguising her name boards with white canvas bearing the name, "THE OX", the changing of registry to New Orleans, the THREE FRIENDS once again ran the Spanish "blockade" and landed her cargo at 2 a.m. on July 5th in the vicinity of Morro Castle near Havana and put out to sea immediately. Only the finding of three surf boats by the Spanish indicated to them that an expedition had been landed.

After a brief stopover at Key West, the THREE FRIENDS steamed for Jacksonville, was ordered into quarantine at Fernandina, then later further ordered to stop at Mayport and still later, finally arrived at her Jacksonville wharf on July 14th.

From then until October, no more filibustering took place, but the THREE FRIENDS was engaged in towing activity around Jacksonville. From the first of October until late November, the THREE FRIENDS was in possession of court orders and court action ensued. Finally on November 24, the THREE FRIENDS was allowed to do some towing. However, a month later, the Jacksonville papers indicated the THREE FRIENDS had been to Cuba once again. This voyage was a famed one and a complete description of it was published by one of the participants, Ralph D. Paine.

Ralph D. Paine, a noted author of his day, who had spent his youth in Jacksonville, wrote in a 1922 book, "Roads of Adventure", of his filibustering trip on the THREE FRIENDS. As a young reporter in Philadelphia, and only two years out of Yale University, he became enamored of the Cuban desire for freedom and liberation from Spanish rule and wished to take a part in the filibustering. Paine succeeded in getting the Cuban Junta to allow him to go along on an expedition after much persistence.

Young Paine thought that William Randolph Hearst would be interested in his quest as Hearst was actively engaged in trying to get the United States to intervene in Cuba on the side of the rebels. Hearst prevailed upon Paine to deliver a ceremonial sword to General Maximo Gomez, leader of the Cuban "army" attempting to overthrow Spanish rule in Cuba. Hearst had paid \$2,000 for the sword to aid the Cuban cause and Paine was ideal for the

delivery and accompanying story. He then was instructed to proceed to Jacksonville and report to Senor Jose Huau. Contacting Huau at his downtown cigar and soda fountain store, plump Jose Huau led Paine to a back room and indicated that he was to report to a railroad freight yard at midnight.

Interestingly enough, Paine's father was Samuel Delahaye Paine, who had been a pastor at the Ocean Street Presbyterian Church in Jacksonville. As a young man of 17 in the British Army, Pastor Paine had served in the Crimean War at Sevastapol, Inkerman and Alma and had led a battery of light artillery in the Civil War. After his stay in Jacksonville, he was residing in Sanford.

Laden down with the sword, two revolvers and a sheath-knife, in addition to other travel aids, Ralph Paine made his way to the railroad yard on a December night in 1896. There in company with a few dozen Cubans and a reporter, Ernest W. McCready of the New York Herald, he boarded a passenger coach attached to some freight cars and a locomotive. A few hours later the motley train came to a stop at a wharf in Fernandina.

The THREE FRIENDS was moored at the wharf, painted in white and some 30 roustabouts were standing ready to load freight. A few days before, she had steamed out of Jacksonville, supposedly to search out a wreck in the Florida Keys. As a towboat, she did not require clearance papers for a specific destination.

The freight car doors opened and the roustabouts and Cubans quickly transferred the boxcars' contents of barrels, boxes and crates to the THREE FRIENDS. Although the cargo was marked in terms such as "fish", "bacon", "lard", and the like, Mauser rifles were noted in a smashed case of "hams".

The temporary captain of the THREE FRIENDS, "Dynamite Johnny O'Brien", a fighting Irishman and filibusterer of the highest order, was to take the THREE FRIENDS to sea on her next adventure. John Dunn, the craft's hefty engineer, had his engines in good shape, steam was up, coal was plentiful in the bunkers (supplied at sea from a schooner) and she was ready to leave by dawn.

The cargo of arms and munitions, leather goods such as saddle gear and shoes and



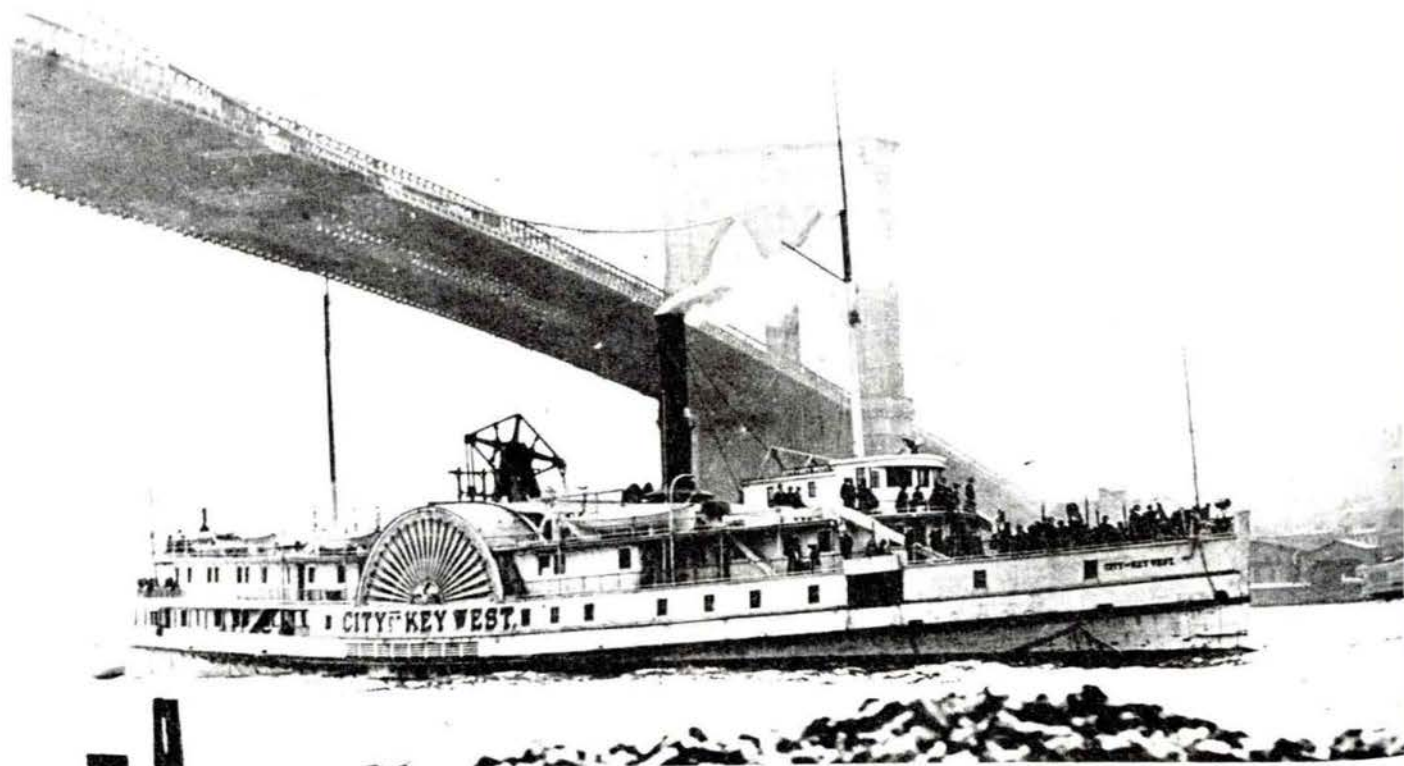
Above - John Dunn, *THREE FRIENDS* engineer.
Below - *CITY OF KEY WEST*, in New York's
East River near the Brooklyn Bridge.

medical supplies were loaded below deck and a deck cargo of sacks of washed coal was thrown on deck. The Cubans, McCready and Paine were to live on deck, the coal sacks serving as "bedding".

As the sun rose, the *THREE FRIENDS* cast off, O'Brien in the pilot house as the one in charge of the expedition. The actual captain or master was Bill Lewis. Dynamite Johnny was a professional at filibustering but supposedly his heart was solidly behind the Cuba Libre movement. The Junta used O'Brien as needed, shifting him from spot to spot and vessel to vessel as might be required. He had earned his nickname by contracting to deliver 40 tons of dynamite to a group of Haitian insurgents. Some 20 tons of it were piled up on a beach in front of a town but a shell from the government forces exploded it and erased the town from the map. Dynamite Johnny calmly unloaded the other 20 tons and left, a bargain being a bargain.

(This story was circulated aboard the *THREE FRIENDS*. Captain O'Brien's biography indicates Colombia as the site and a yacht, *RAMBLER*, as the delivery vessel.)

The *THREE FRIENDS* proceeded south and in the early forenoon of the first day spotted the U. S. Revenue Cutter, *GEORGE S. BOUTWELL*, speeding out across the St.





Aboard the THREE FRIENDS or DAUNTLESS. Note Dynamite Johnny O'Brien (arrow).

John's bar. She was unable to come close enough to even fire a warning shot to get the *THREE FRIENDS* to heave to. The *BOUTWELL* had been ably tricked by another filibustering vessel, the *DAUNTLESS*. She had been used as a decoy and had gotten up steam and taken Cubans aboard the preceding evening. The *BOUTWELL* wasted her time in watching the *DAUNTLESS* while the *THREE FRIENDS* was on the real mission.

Sprinkled amongst the passengers were personages other than Cubans. One was a Harvard student, one a New York consulting engineer and a few were Spanish-hating soldiers of fortune from Puerto Rico, Colombia or Venezuela. One of the most unusual was Mike Walsh, a Navy gunner's mate and a deserter from the U. S. S. *MAINE*, who had jumped ship at Key West, being promised a commission in the field artillery of the Cuban forces. Another character on board was Jack Gorman, formerly a sergeant in the United States army. Supposedly an Indian fighter at the battle of Wounded Knee, he had served as a trooper, a bugler and a doughboy. The

Cubans had enlisted him as a sharpshooter and offered him a thousand dollars for every Spanish officer he could bag. Packing a rifle and 200 cartridges, he was ready to earn his money.

After shaking off the *BOUTWELL*, the *THREE FRIENDS* encountered a driving rain and squalls which added to the misery of the passengers, most of whom were seasick. All tried to sleep as best they could amidst the coal sacks on deck. Blackout precautions were observed, all lights were hidden and cigarette lighting was not permitted.

The next day dawned with fair weather and the seasick group began to come to life. O'Brien chewed a cigar as he continually peered ahead, using field glasses. In the afternoon, the *THREE FRIENDS* passed the conspicuous Jupiter Inlet lighthouse and was close enough to the coast to view the resort hotels in Palm Beach.

Evening brought more squalls and bad weather and a norther caused heavy enough seas in the morning to slow the *THREE*

FRIENDS to 10 knots. The U. S. Navy cruisers NEWARK and RALEIGH were identified off the Florida Keys in the distance, and the THREE FRIENDS cautiously retreated to the safety of Bahia Honda Key and anchored in its lee while the weather continued heavy on the outside.

At dusk, the THREE FRIENDS ventured out and during the night passed between the drowsy anchored cruisers off Key West, escaping detection in doing so. Later that night, Dry Tortugas Light was passed and the THREE FRIENDS's course was set around the western point of Cuba to make a Caribbean landfall. It was a moonlit night and a strange steamer was sighted which rapidly overtook the THREE FRIENDS, causing much apprehension to the occupants who knew that a Spanish firing squad might await them if they were caught.

The stranger might be one of the Spanish cruisers recently arrived, the VISCAYA or OQUENDO but fortunately turned out to be a curious Mallory liner, intent on finding out what the darkened vessel was. Passing nearby, many of the liner's passengers and officers cheered the THREE FRIENDS and Johnny O'Brien on. Later that night, the THREE FRIENDS rounded Cape San Antonio into the Caribbean and was now a thousand miles from home.

The THREE FRIENDS was nearing her destination and was some 30 or 40 miles offshore from the Cuban coast. Military equipment, rifles, machetes, and ammunition were handed out to the patriots and Mike Walsh set up a Hotchkiss field gun on a slightly raised platform at the bow and trained Jack Gorman and two others to be his gun crew. After several days, perhaps a week out, the THREE FRIENDS came in rest in mid-afternoon of a clear day 20 miles off the coast near the Rio San Juan.

A Spanish merchant steamer left Cienfuegos and was avoided by the THREE FRIENDS. A British tramp steamer came plodding by in the dusk and paid no heed. The hatches were opened and all was set to get the cargo on deck and ready for placing ashore. By 9 o'clock the THREE FRIENDS turned for the coast as fast as she could go. Halfway there, a short stop of the engines was made and a longer one at three or four miles out. Dynamite Johnny searched the shores for necessary signals. One of the surfboats was hoisted overboard to be manned by a scouting party, and towed astern. The needed sig-

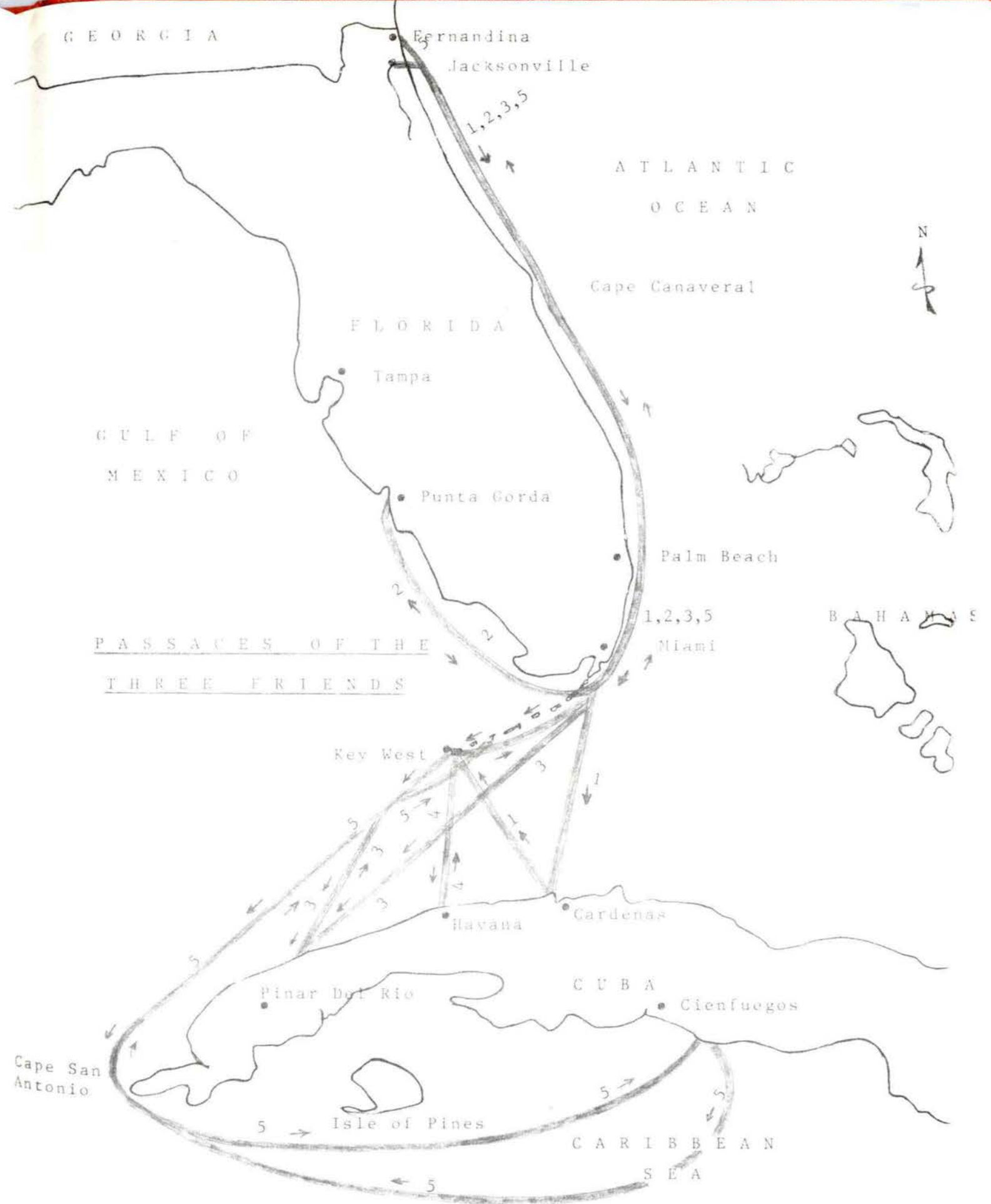
nal flashes were observed and the THREE FRIENDS cautiously approached the coast. It was thought that a moving shadow was seen so as a precaution, the THREE FRIENDS backed into the bay, slowing working her way in.

Backing almost to the anticipated anchoring point, suddenly in the vicinity of where the moving shadow had been seen, about 400 yards away, a gusher of sparks from a steamer's funnel emerged, indicating an engine being sent ahead at full speed. Fat John Dunn hurried to the engine room, clamped down the safety valve and drove full speed ahead, away from the coast. The unknown steamer, a Spanish coastal gunboat, opened fire at about 500 yards at point blank range and missed, some shells, however, were close and one threw spray on the THREE FRIENDS.

In the first few minutes, the distance widened and the Spanish gunnery was still wide of the mark. Many of the patriots aboard the THREE FRIENDS fired rifles ineffectually at the Spanish warship. When the distance widened to about a half mile and the night being clear, Mike Walsh asked O'Brien for permission to fire his Hotchkiss. The THREE FRIENDS was swung slightly to allow for a better sighting, the gun was trained slightly aft and a shrapnel shot fired at about 900 yards range. It burst slightly ahead of the vessel, the gun's recoil tearing a hole in the THREE FRIEND's bulwark. Walsh's crew retrained the piece and the next shell hit the wheelhouse scattering fragments of shrapnel on the gunboat's deck. She stopped dead in the water and fired rockets for assistance.

O'Brien considered heading for the gunboat, either to ram her or to board her. O'Brien would deliver his cargo and passengers whatever the consequences! However, as the THREE FRIENDS was getting ready to turn towards her former adversary, another vessel responded to the rockets fired in the general direction of the THREE FRIENDS. Also, towards the south, a searchlight was in action.

Reluctantly the THREE FRIENDS turned away from the Rio San Juan bay at a flank speed of 15 knots. A course was set for neutral Jamaica, the nearest refuge to the east. Another Spanish warship had joined the first, but the THREE FRIENDS, after about a half hour of forced draft - safety valve clamped down operation - managed to



Right - War correspondents Ernest W. McCready (left) and Walter Meriwether of the New York Herald leaning on mattress on lifeboat, aboard THREE FRIENDS off the Santiago, Cuba blockade during the Spanish American War.



elude her pursuers. At midnight, the THREE FRIENDS shifted course, now bound westerly, Jamaica no longer the next port.

The mood on board was one of elation on part of the passengers for the flagrant affront to their enemies and frustration on the part of Dyamite Johnny O'Brien on his failure to deliver, apparently a first for him. O'Brien decided to head westward, proceed through the Yucatan Channel under cover of night and seek out a deserted spot in the Florida Keys. There the cargo and patriots would be temporarily unloaded and the THREE FRIENDS would then proceed to a friendly port (Key West) and obtain much needed coal and supplies. Under her wrecking license, at least some excuse could be found for her entering port.

All day after the Rio San Juan affair the THREE FRIENDS steamed west for Cape San Antonio at 13 knots, helped by a following sea and hindered by unfavorable winds. Lights were sighted during the evening but later that night and during the next day the weather worsened and rain and a rougher sea ensued which served to severely limit visibility. The THREE FRIENDS continued on, well into the Gulf of Mexico.

Somewhere off Key West early one evening the THREE FRIENDS launched one of her surfboats, manned with four Cubans. They would row to Key West and contact their friends with secret messages. They also carried the tales written by Paine and McCready for cable transmission to their newspapers.

The THREE FRIENDS then steamed northward and some 40 miles along Hawk Channel found an isolated key (island). The cargo was hoisted on deck and it was hauled by the patriots painfully to shore on No Name Key by rowing small boats and even carrying it over shoal water on foot. There the rebels camped out on the desolate, deserted piece of land.

The group was now 12 days out from Fernandina and was spending Christmas at the barren site. The THREE FRIENDS had left to go to Key West. While there, her over-worked engines and boilers were put in good enough order so she could return to Jacksonville for shipyard repairs. The THREE FRIENDS had had difficulty in Key West explaining the gap in the bulwark which Mike Walsh's 12-pounder had created with its recoil. These difficulties and the latest news were reported to the No Name Key denizens by way of a small

schooner dispatched to them. The newspaper stories were put down as fakes by the populace and since no hard evidence was found, the THREE FRIENDS was released.

This ended the THREE FRIEND's part in this unsuccessful venture. The conclusion of the expedition deserves relating, however. McCready and Paine went back to Key West on the small schooner where they were feted as heroes by the Cuban patriots albeit somewhat incognito to the establishment. They told their experiences to Richard Davis and Frederick Remington, celebrated newspaper correspondents, who were in Key West upon returning from Havana. Some papers boldly displayed the story and "waved the flag", others played it down, some likened it to piracy and a Jacksonville newspaper dismissed it as a hoax.

The Cuban Junta managed to get the DAUNTLESS (temporarily based in Jacksonville) to sea and she steamed toward No Name Key to take off the "marooned" band. Arriving there, the group quickly loaded up the cargo, being distracted by the arrival of McCready and Paine aboard the Hearst yacht VAMOOSE; the latter being mistaken for a government patrol craft and the patriots scattered to the winds. Order was restored and the cargo loaded.

Dynamite Johnny O'Brien had returned to Jacksonville and was aboard the DAUNTLESS and in charge. McCready and Paine rejoined him there and by late afternoon, the DAUNTLESS left for Cape San Antonio and another attempt. Several days later, O'Brien landed the patriots and cargo at Corrientos Bay without incident. Mike Walsh stayed in Cuba but Jack Gorman had a tropical fever and was too sick to continue so he went back with McCready and Paine to Jacksonville. Stopping near Key West on the return, some Cubans were left off and the DAUNTLESS continued on northward to Jacksonville. There in the St. Johns River the U. S. cruisers NEWARK and DOLPHIN were met but no attempt was made to board.

Paine never got the sword to Gomez, but left it with Jose Huau who in time delivered it. Gomez was highly indignant, exclaiming that the money spent on the sword would have bought a great deal of munitions and supplies for the patriots.

Before this trip, Broward had sworn off

filibustering and never made another trip. Afterwards, two more successful, but not important trips, were made by THREE FRIENDS. Captains W. T. Lewis and E. S. Tuttle were the commanders on these ventures. A saying at the time went, "The only friend that Cuba had during trying times was the THREE FRIENDS".

For the first trip, the owners received \$12,000 and \$10,000 for the other seven. Three times the normal crew was carried at double pay while at sea and a \$25 bonus for each gunboat landed was awarded.

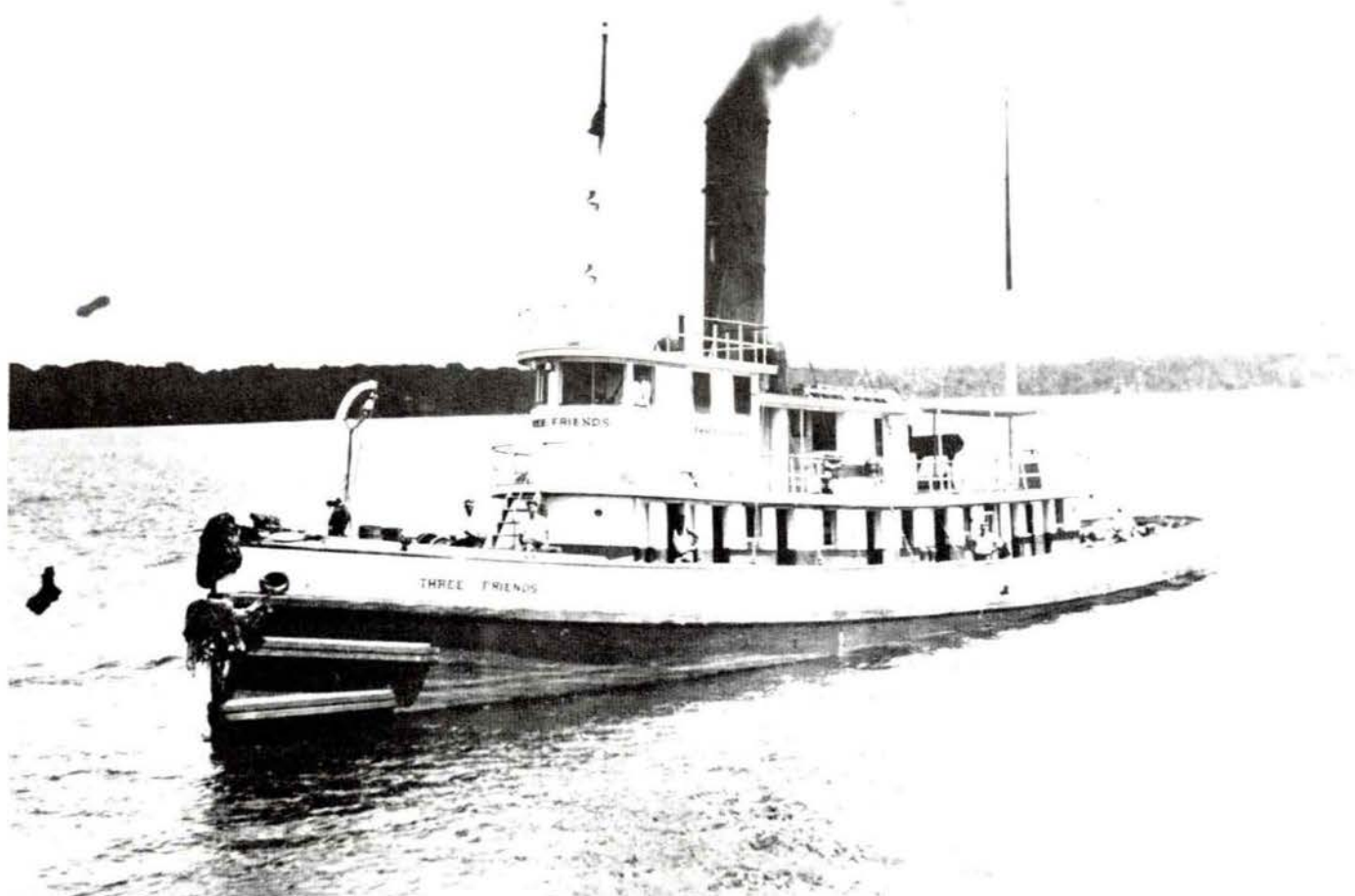
In the latter part of 1897, Broward, his brother Montcalm and George DeCottes and Captain Harry Fozzard founded the Jacksonville Towing and Wrecking Company.

After the United States declared war on Spain in April, 1898, the THREE FRIENDS was taken over by the New York Herald and AP and used as a dispatch boat. Some of the participating reporters were Davis, Stephen Crane, Sylvester Scovil, MacCready and Harold Brown. All were complimentary of the THREE FRIENDS and Captain Montcalm Broward who was her skipper during this time.

In September, 1901, the company salvaged the schooner BISCAYNE which had been lost on the French Reefs in the Keys. In early 1902, Broward and his family moved to Key West until they returned to Jacksonville in August, 1903. The wrecking company after salvaging the BISCAYNE raised a French barque laden with mahogany which had been sunk near Alligator Key. Wreckers led risky lives, feast or famine, racing out to sea to get first rights of salvage.

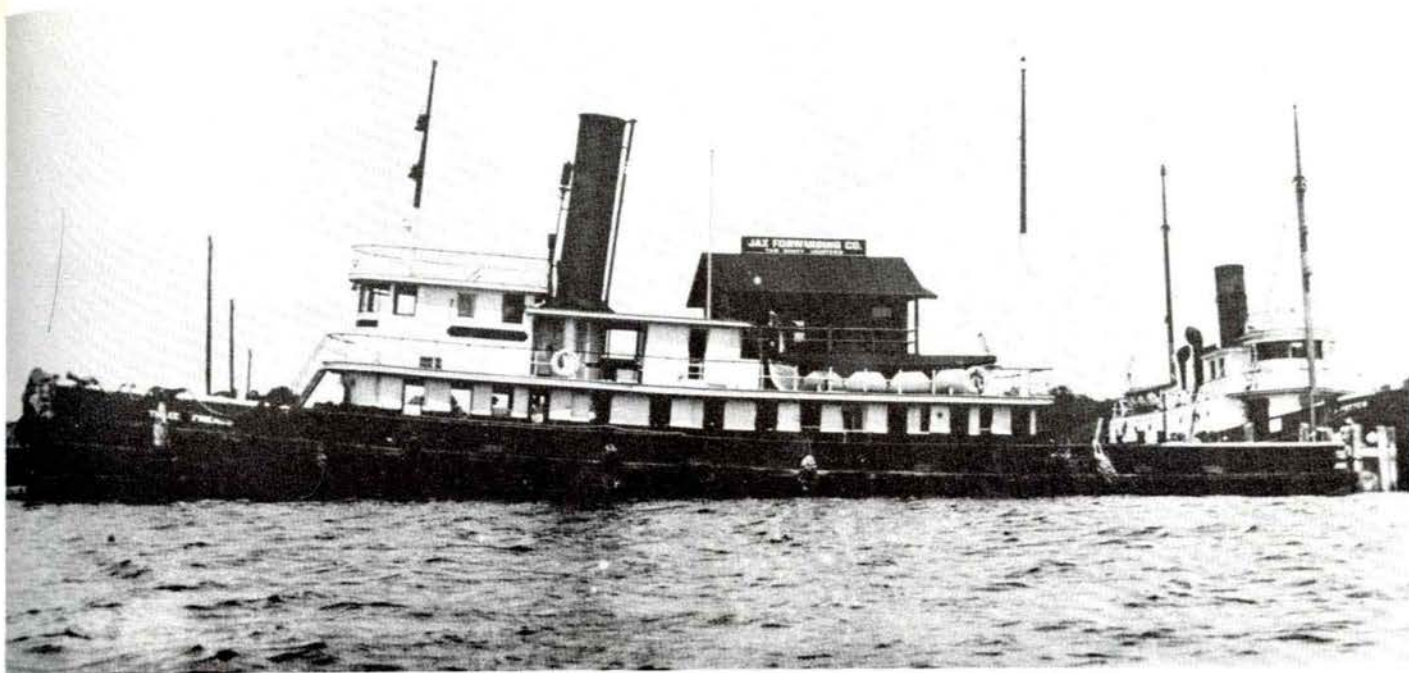
The THREE FRIENDS had originally been equipped with two heavy duty masts, the foremast may have been used as a derrick support for salvage operations. A sail was rigged using her forestay running to the top of the mast from deck level, in this way a triangular sail was used to supplement the engines while cruising at sea, thus saving coal. Her rear mast also was rigged for sail and she carried a spanker type supported by an upper and lower boom, the upper boom could be lowered or raised to shift sail.

In later years, as the THREE FRIENDS evolved away from the wrecking business, a lighter mast was installed replacing the foremast and was used for signal lanterns and radio communications. The rear mast

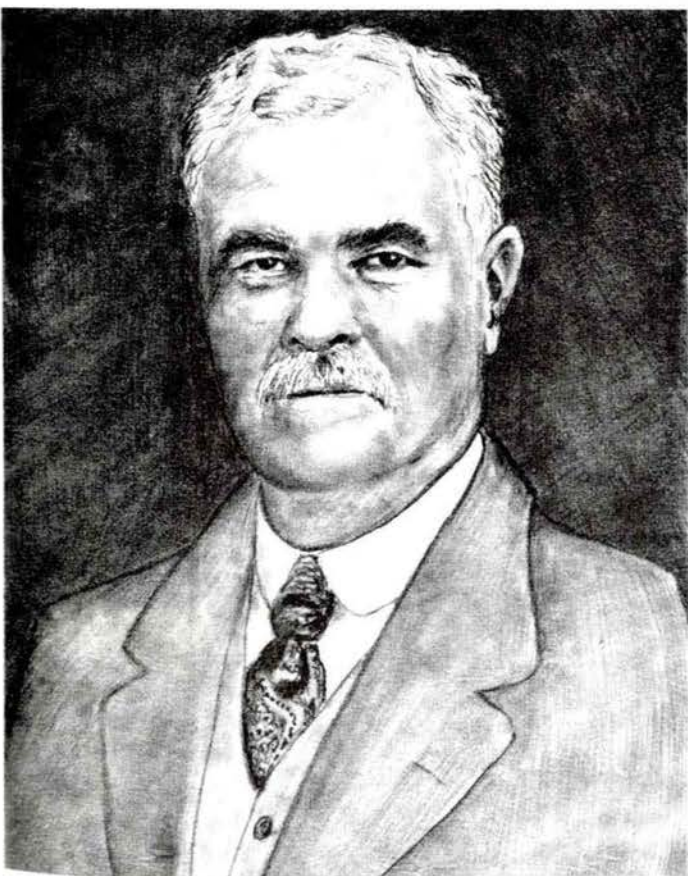


Above - THREE FRIENDS as altered, sail-carrying masts have been removed, oil fuel now used. Below - THREE FRIENDS as a harbor tug in downtown Jacksonville.





Above - THREE FRIENDS in the 1940s, tug A. B. POTTER at right. Below - Captain Montcalm Broward, Bob Carter sketch.



was also replaced with a lighter mast. Sail disappeared from the vessel when the new masts were installed.

Many tugs of the THREE FRIEND's vintage were converted to diesel from steam. This did not happen to the THREE FRIENDS, but her furnaces were converted to burning fuel oil after the first World War. Thus she retained her powerful triple expansion engine to the end.

During his term as Governor of Florida, Broward had received the friendship of President Theodore Roosevelt, and in the summer of 1907, Roosevelt invited Broward to accompany a presidential party on a trip on the Mississippi River. During the trip, the President and Broward discussed some of the events leading up to the Spanish-American war. Roosevelt asked Broward,

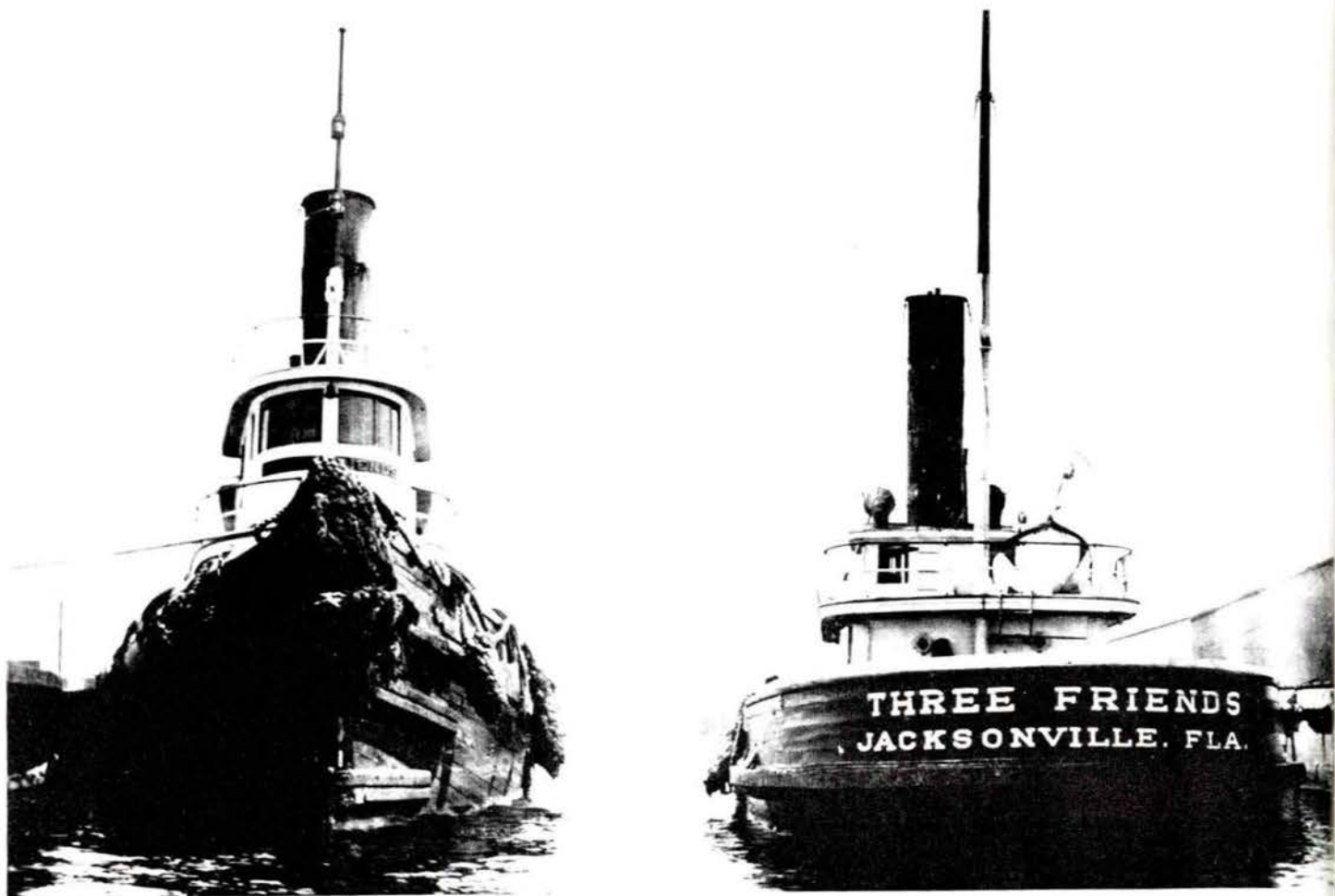
"Governor, have you still got the THREE FRIENDS?"

"Yes"

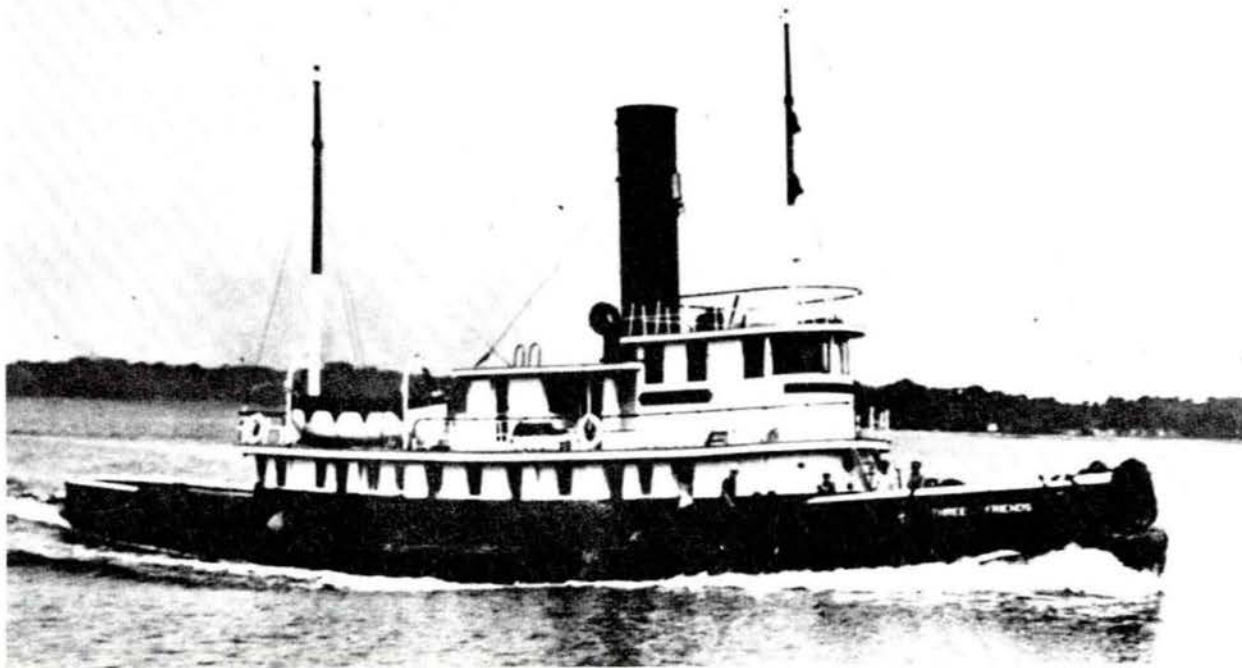
"Well", said Roosevelt, "you ought to be mighty proud of her. If it had not been for the THREE FRIENDS, you would not be Governor now."

"You ought to be proud of her yourself," Broward retorted, "because if it had not been for her, you would not be President of the United States now!"

In 1928, there was some interest in purchasing the THREE FRIENDS from her owners and presenting her to the Cuban government. A grandson of General Colasso



Views of THREE FRIENDS as seen in the 1930s and 1940s.





was International President of the Lions' Clubs and while at their national convention, a presentation was made by Dorcas Broward Foster, a grand-daughter of the Governor, to that effect. Unfortunately, nothing came from the effort.

Following this 1928 effort, City Commissioner Thomas Imeson (for whom Imeson Airport was named) in 1929 suggested that the city obtain the THREE FRIENDS as a museum or tourist attraction, but unfortunately, nothing came from this effort either.

During the 1930's, the U.S.S. CONSTITUTION, perhaps the most historical sailing ship in the navy's history, was restored close to her original condition.

Governor Broward at left. Below - THREE FRIENDS at her wharf.

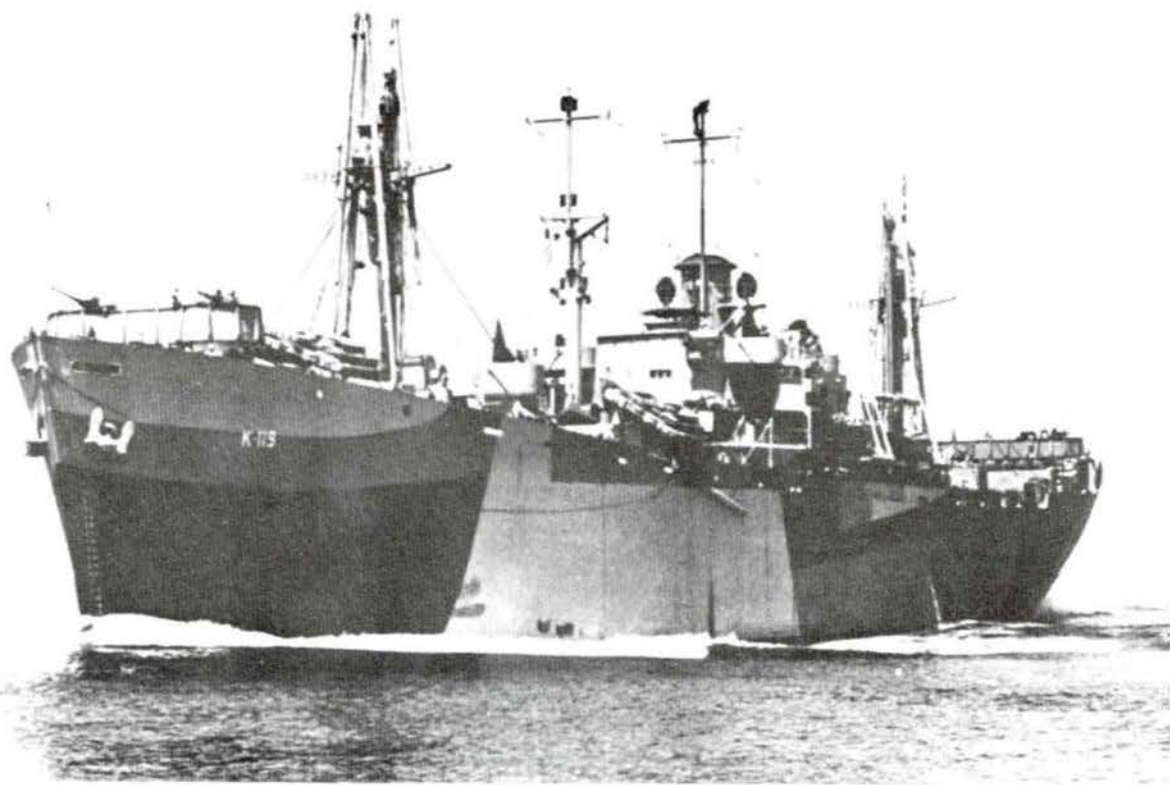
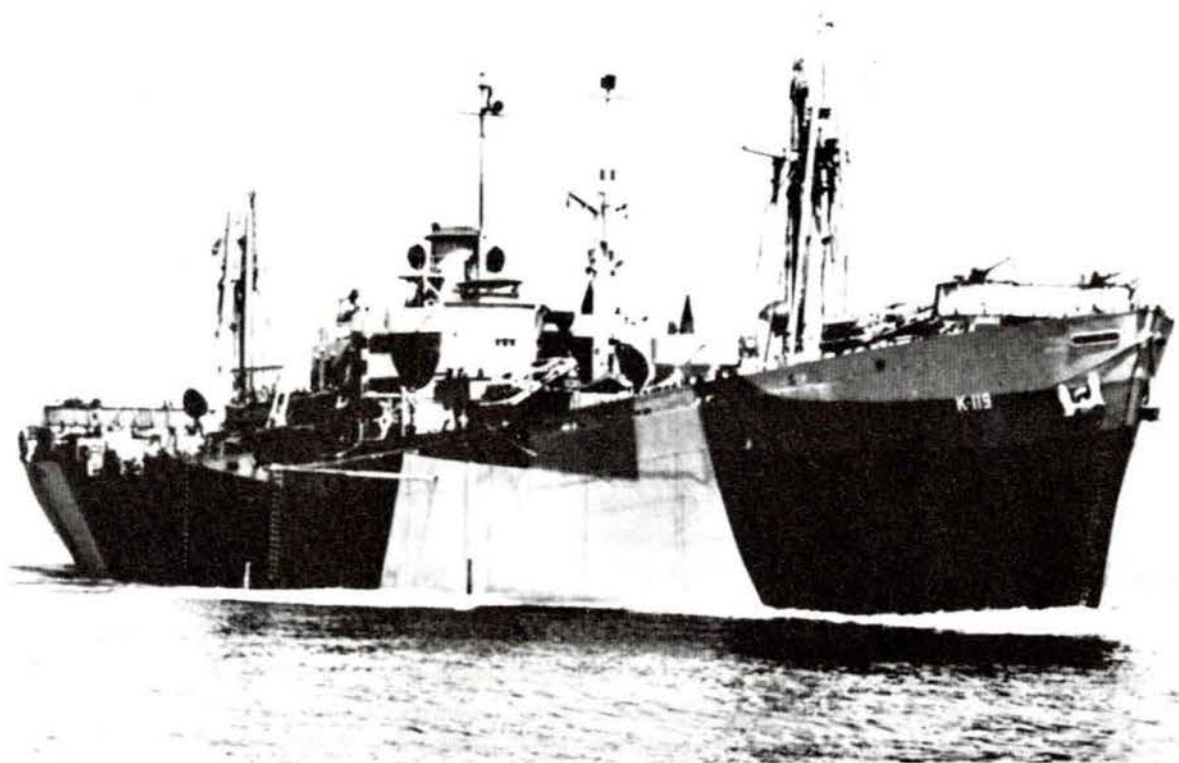


Afterwards, she was towed around the seaboard United States and visited several ports in Florida. She entered the St. Johns River and was escorted by the THREE FRIENDS during her stay in 1931.

In the mid-1930's, the THREE FRIENDS' hull lines and appearances were recorded in both drawings and photographs by the Historical American Merchant Marine Survey, a government-sponsored, WPA-type effort designed to record for posterity

salient facts about remaining historical U. S. vessels. All maritime states were visited by the various architects and draftsmen, surviving vessels found and pertinent facts taken down. The THREE FRIENDS and another old tug, the PHILADELPHIA, both in Jacksonville, had lines taken off and photos snapped.

In the 1960's, a model of the THREE FRIENDS was made (in her version as a modern tug) by Commander Francis Holbrook,



Navy ship MATAR, AK-119, formerly Liberty ship NAPOLEON B. BROWARD, shown here in wartime camouflage. MATAR saw service in WWII in the Pacific as a non-combatant back-up stores ship.

As part of the war effort, the Liberty ship, NAPOLEON B. BROWARD, was constructed at the St. Johns River Shipbuilding Company's plant at Jacksonville, the twenty-second vessel of that type built which took only 45 days from keel-laying to launch. She was the nineteenth consecutively-built ship at that yard to be constructed without any defective rivets, some 26,000 being used in a typical vessel.

The keel was laid on October 16, 1943, and the vessel launched on November 30. Governor Broward's widow, Mrs. Annie Broward, christened the vessel with the traditional bottle of champagne being broken across her bow. Mr. Walter F. Rogers, a Jacksonville attorney, made some suitable remarks, concluding, "Governor Broward loved his home, his state and his nation, and was guided by principles of unselfish love for humanity. Let us hope that this ship, which will bear his name, will carry his ideals of freedom, justice and right to an early victory."

The vessel slid down the ways amid the cheering of hundreds of spectators, the sound of riveting hammers and the playing of a martial selection by a band. A stiff breeze sent international code signal flags of the BROWARD flying to the wind as the vessel went toward the river.

However, the NAPOLEON B. BROWARD was not destined to see merchant service as the Navy acquired her on December 10 and she was converted for their use by Merrill-Stevens Drydock and Repair Company at Jacksonville. She was commissioned as AK-119 MATAR in Jacksonville on May 17, 1944.

MATAR was 441-1/2' in length by 56'11" width and had a depth of hold of 28'4". She had one 5" gun, four 40 mm

and 12-20 mm pieces. She displaced 4,023 tons. Completing her shakedown cruise on Chesapeake Bay, she loaded cargo at Davisville, Rhode Island and Bayonne, New Jersey and set out for Pearl Harbor which she reached on July 25. She discharged her cargo and took on ammunition, amphibious equipment and field stores and as a part of Task Force 31, sailed on August 20 for the Palaus. She operated in that part of the Pacific and was off Guadalcanal on November 9. She then arrived in San Francisco on December 11.

Altered at San Francisco to a stores issue ship, she was loaded with medical supplies and ships stores and left San Francisco on January 18, 1945. She stayed in the Mariannas until mid-May when she went to Okinawa. During this latter duty, she issued stores and provided smoke screens during enemy air strikes.

At the end of June she went to Pearl Harbor and replenished stores until mid-August. She then went to Japan and arrived there on September 15 when she served to issue supplies to occupation-duty ships. In early November, she steamed for San Francisco via Pearl Harbor, arriving at the former in December. She again went to Pearl Harbor in February, 1946 and was decommissioned there in mid-March, 1946.

On October 8, 1946, she was transferred to the Maritime Commission and entered the National Defense Reserve Fleet, being berthed at Suisun Bay, California. She was ultimately scrapped many years later.

She had a very brief career as NAPOLEON B. BROWARD and a necessary one as MATAR. Both her names were for stars, the first for an earthly one and the second for one in the heavens.

a retired United States Coast Guard officer then living in Panama City, Florida. This model is presently located in Washington, D. C. and is frequently on display at Washington area museums.

During World War II, all the shipyards in Jacksonville worked under forced draft conditions and built many vessels for the U. S. Navy and the Merchant Marine. A Liberty ship built in Jacksonville was named the NAPOLEON BONAPARTE BROWARD. She was christened by the Governor's widow, Annie. Although quite aged at the time, she vowed to "do the honors" even if it killed her. Flying all her ceremonial and signal flags, the THREE FRIENDS greeted the BROWARD as she hit the water and helped to guide her to a safe mooring.

After World War II, many more concerted efforts were made to save the THREE FRIENDS by Dorcas Broward Foster (Drake) who had been given the vessel in 1946 by W. T. Coppedge who had owned her. In 1949, Jacksonville Mayor C. Frank White had appointed a blue ribbon committee to make plans for the THREE FRIENDS restoration. She was to be beached and placed at an appropriate site in the city.



One result was a bill drafted by State Senator John E. Mathews (for whom the Mathews bridge was named). The bill would have authorized the city to accept the vessel from Mrs. Foster and to make her a permanent historical attraction. The city could also charge a slight admission fee. Nothing positive came from the effort. Shortly after that time, the THREE FRIENDS was partially sunk at her wharf at the foot of Beaver Street and most of her top hamper was gone. She was officially "abandoned" in 1950.

In the spring of 1952, a storm polished off much of what remained of the THREE FRIENDS and she sank into the river bottom. Today, only a few parts of her can be seen above the water. The triple-expansion engine has been salvaged and is destined for the future Jacksonville Maritime Museum.



In the fall of 1956, Cuba issued two stamps to commemorate General Emilio Nunez' birth. One of the stamps depicted the revolutionary gun-running activity showing a vessel similar to the THREE FRIENDS and the other, an eight cent stamp, depicted the THREE FRIENDS.

The Steamboating DeGroves

In steamboat days, fathers often passed down their knowledge and love of a nautical life to their sons. This was the case on the St. Johns River where a few father-son combinations were to be found. From the 1870's, through the first part of the twentieth century, the T. Walker Lunds, Sr. and Jr.; Jacob Brock and his son, Charles; Louis Mitchell Coxetter, Sr. and Jr. and the latter's brother, James, to mention only the more obvious combinations, were active on the river. A newcomer from Ohio, Captain Ed Maddy, also had his brother Will join him as mate of the CHESAPEAKE in the early 1880s.

Another father-son duo was the H. D. DeGroves. For many decades, the DeGrove family was a familiar name in steamboating activities on the river and, in fact, operated the last commercially successful excursion vessels.

The DeGrove family came to Florida from Louisville, Kentucky, largely because of the exhortations of a preacher who espoused at great length upon the favors of the Sunshine State. William Michael DeGrove was the patriarch who moved his family south where they settled in Fruit Cove along the St. Johns River in November, 1874. William was born in 1833 and was of French Huguenot descent, his ancestors having originally settled in Newburgh, New York in the early 1810's.

Before he came to Florida, William M. DeGrove operated a telegraph office in Louisville. One of his workers liked to dabble in chemical experiments. Upon one occasion, the employee tipped over some chemicals which trickled through to the floor below and ruined Mr. DeGrove's carpet. Of course, the employee, Thomas Alva Edison, was promptly fired, thereby being free to go on to fame that he might not otherwise have achieved.

The Florida freezes of the 1879-1880 period greatly reduced the family fortunes. Both William and his wife died in 1881, and the children had to go to work at an earlier age than might have otherwise been the case. Henry DeGrove (Sr.),

one of William's 10 children (born in 1860), found work on the ever-growing number of riverboats, his first job being that of the lowly task of feeding wood to the furnaces of the boats. He progressed rapidly, however, serving some time with the DeBary-Baya Line, then the premier line on the river. An example of his nautical progression is shown by his classes of licenses. He became licensed as a helmsmen in May, 1882, and was then only twenty-two. He became a second-class pilot nine months later in February, 1883; a first-class pilot a year later in February, 1884, and rose to master pilot in 1885.

Henry (Sr.) stayed on the river almost all of his life, although in his middle years he also turned to retail merchandizing and contracting. Some of the river craft that he served on were the VOLUSIA of Captain Lund, thence to the ST. MARYS in 1881, to the DeBary-Baya's PASTIME in December, 1882; PICOLATA (a crude home-built craft) in 1883; the DeBary's MAGNOLIA in 1884, and their ROSA in December, 1885. In December of 1886, he switched from the DeBary-Baya Line to the Beach and Miller Line and their CAPTAIN MILLER. (The Beach and Miller Line ran to Crescent City from Jacksonville and Palatka).

A year later, he was found on the iron-hulled sidewheeler MANATEE when she came to the St. Johns area from Tampa Bay. He was also associated with both of the Captain Lunds on their FOX, period unknown. He also served as purser for a spell on the CRESCENT CITY when she replaced the MANATEE.

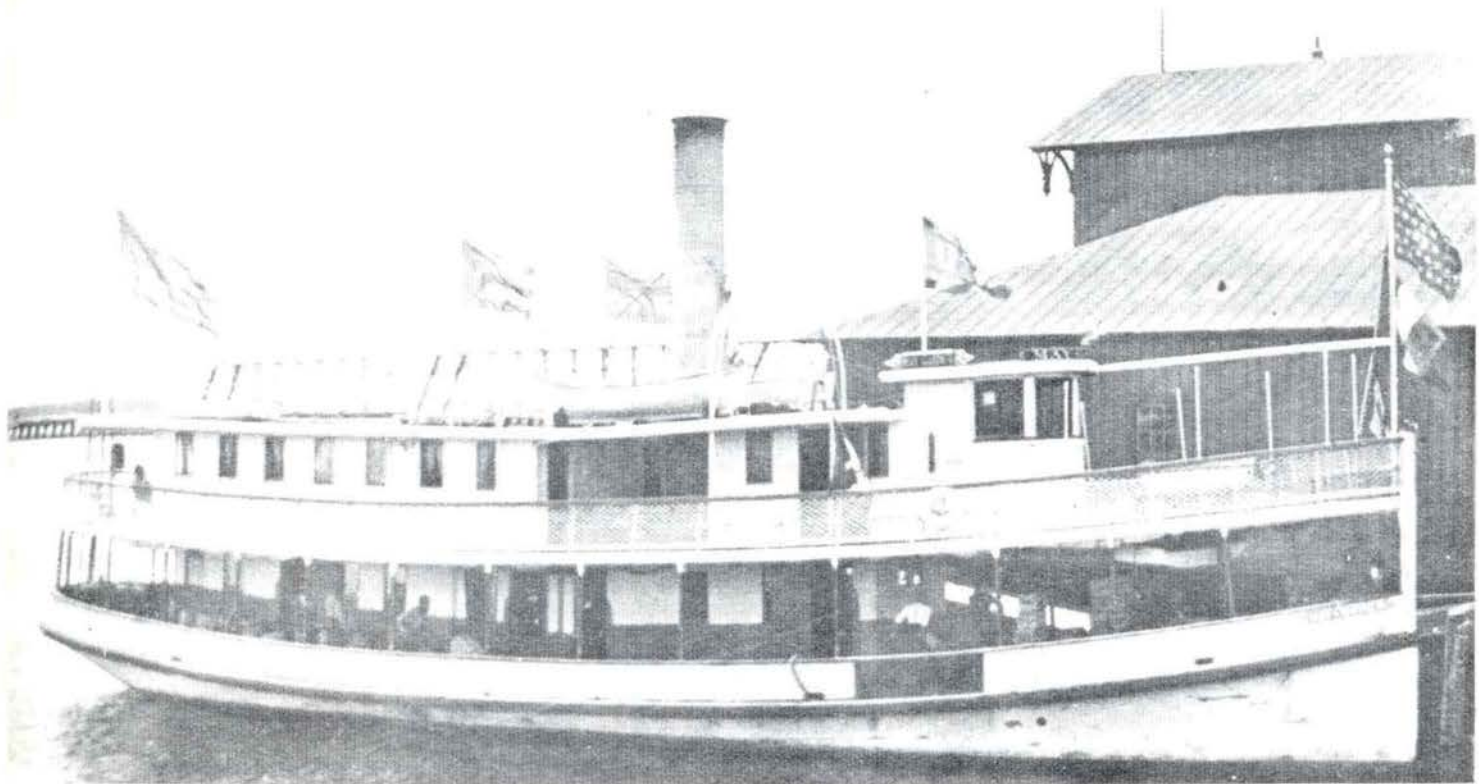
After the Beach and Miller experience, DeGrove commenced his decades of service with the Garner steamboating interests. Captain Charles Edward Garner emigrated to Florida and eventually started a steamboat line, initially with the PORT ROYAL, concerned chiefly with "local" traffic on the lower St. Johns.

Captain Garner was born in April, 1853, and his steamboating interests undoubtedly stemmed from his father who was involved



Upper left - Captain Charles Edward Garner. Left - Captain Henry D. DeGrove, Sr., on deck of MAY GARNER. Above - Captain Henry D. DeGrove, II as a teenager at the helm of the KEYSTONE. Below - Carla DeGrove, bride of "Hal" (Henry II).





Above - MAY GARNER at her Jacksonville pier, Florida East Coast railroad bridge in the background.

with several steamship lines in northern states, being a master of vessels. Captain Garner's first business experiences were in New Albany, Indiana, a hub of steamboat construction and river trade (across the Ohio River from Louisville, Kentucky). Employed in the grocery business at New Albany, Garner moved to Cincinnati where he became the proprietor of a wholesale tea house.

In 1881, Captain Garner turned toward the south and brought his family to the St. Johns River. His interests in steamboating and the business aspects thereof led him to other business ventures, and he became involved with the South Jacksonville Water Works Company and was a director of three other companies: the American Oak Leather Tanning Company; the Jacksonville Development Company; and the Jacksonville Loan and Insurance Company.

Garner's principal financial effort was that of being one of the establishers of the Florida National Bank of Jacksonville in 1906, today a very prestigious bank. In August, he became the first president

of that bank which had emerged from several prior banking efforts. In 1913, Garner stepped up to Chairman of the Board. He was also president of the Florida Bank and Trust Company. He died in 1915.

Garner was also president of the influential Jacksonville Board of Trade for eight terms around the turn of the century. This organization is now the Chamber of Commerce. After the disastrous 1901 fire, Garner was chosen to head the Jacksonville Relief Association, which dispensed funds sent in to aid the needy.

In 1896, DeGrove was master of the MAY GARNER, and by 1909, was an officer in Garner's steamboat company, the Independent (Day) Line, also known as the St. Johns River Day Line. In 1912, he was made vice president of the so-called Independent Line, a Garner-related service in which DeGrove also had a considerable financial interest. After Garner's death, Captain DeGrove became president and general manager. Interestingly enough, part of the earlier business transactions was the changing of residences. Captain Garner had lived in Green Cove Springs and DeGrove in the Springfield area of Jacksonville, and the two dwellings were exchanged as part of the financial arrangements. The Garner interests had shifted



Below - Iron-hulled MANATEE of 1884 shown in service on Tampa Bay.

Left - MANATEE with deck extension built to bow and side curtains drawn closed due to rain.



to business and banking and steamboating occupied a lesser place.

In the mid-1910's and early 1920's, the Independent Line still flourished when Henry D. DeGrove, Jr. entered the scene and took an active role.

At their zenith, the Garner-DeGrove interests operated in the Tampa Bay area using the MANATEE there as well as on the St. Johns. The service on the St. Johns was one extending from Green Cove Springs on the south as far north as Mayport and Ft. George. This service was of a local commuter type, augmented by excursions during the tourist season and on many Sundays. Most people worked on Saturdays in those times, hence Sunday was the "day off" for social and recreation activity.

In the 1890's, the steamboat roster of the Independent Line included the MANATEE, MAY GARNER and MARY DRAPER. They advertized a "daily double" line, carrying the U. S. Mail.

HO FOR THE CIRCUS! MONDAY, OCTOBER 27

Grand Excursion
—VIA—
THE POPULAR STEAMER
...May Garner...
(CAPT. HENRY DeGROVE)

**Steamer will leave all landings on regular
schedule going down and will remain
over in Jacksonville until after
the afternoon perform-
in order that**

ALL MAY SEE THE "ELEPHANT."

FARE FROM ORANGE PARK AND POINTS BELOW, 25c; FROM ALL POINTS
ABOVE ORANGE PARK, 50c.

FOR THE ROUND TRIP!

HALL PRINT, JACKSONVILLE

A typical schedule was: to leave Jacksonville, 2:30 p.m.; arrive Mandarin, 4:00 p.m.; Fruit Cove, 5:00 p.m.; Hibernia, 5:45 p.m. and would be at Green Cove Springs by 6:30 p.m. The boat would spend the night at Green Cove Springs and start for Jacksonville the next morning at 6:30 a.m. Hibernia would be reached at 7:15 a.m.; Fruit Cove, 8:00 a.m.; Orange Park, 8:55 a.m.; Mandarin, 9:09 a.m. and Jacksonville at 11:00 a.m.

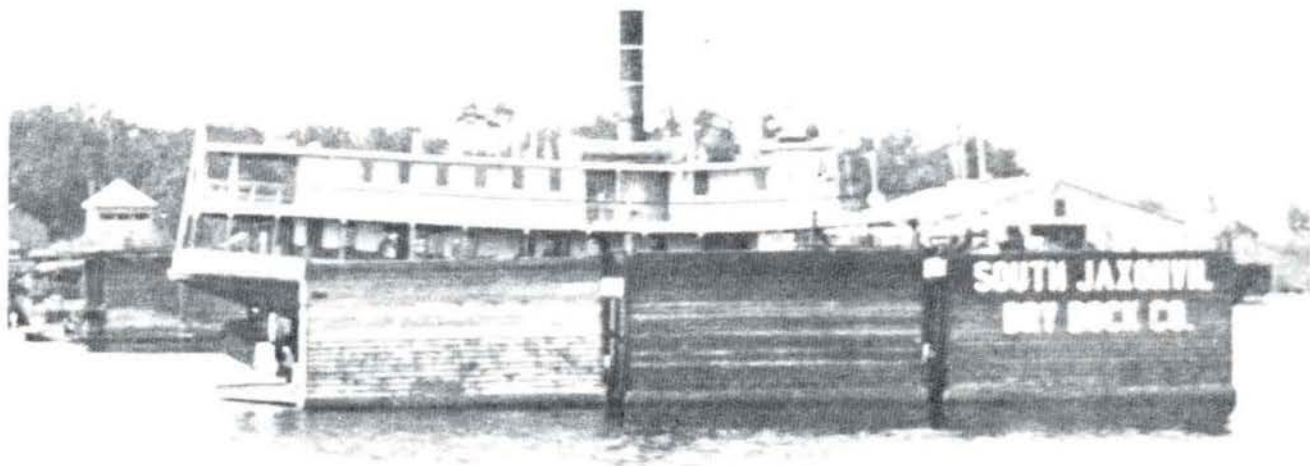
In the other direction, a steamboat would leave Jacksonville at 2:30 p.m.; arrive Chaseville, 3:15 p.m.; New Berlin, 4:30 p.m.; Mayport, 5:30 p.m.; at Ft. George Island, 6:00 p.m. The craft would stay overnight at Ft. George Island, leave at 6:00 a.m.; arrive Mayport, 6:30 a.m.; New Berlin, 7:30 a.m.; and be in Jacksonville at 9:30 a.m.

Excursions were also given. One typical trip was to leave Jacksonville at 10:00 a.m., arrive at Mandarin about an hour and a half later, spend an hour at the orange groves and then take the steamboat back and arrive at 2:00 p.m. Another excursion featured a 2:30 p.m. departure to Orange Park, a half-mile walk to the railroad station there and a train ride back at 5:15 p.m. Still other excursions by the Independent Line were to take ardent fishermen tourists to the offshore fishing areas known as the "Snapper Banks" located several miles easterly of the end of the St. Johns jetties.

After World War I, the company ran their regular service only to Green Cove Springs and excursions as suitable. In 1920, the schedule for the MAGNOLIA was: Leave Jacksonville 9:30 a.m.; arrive Mandarin 11:00 a.m.; Green Cove Springs 1:00 p.m. Returning, leave Green Cove Springs at 3:00 p.m.; arrive Mandarin 4:30 p.m.; Jacksonville, 6:30 p.m.

The famed MANATEE was an early vessel of the company, but would spend most of her life in the Tampa area on routes to Bradenton and St. Petersburg. In the 1900s, the Independent Line ran her as a commuter-excursion service between Tampa and St. Petersburg. The long-lived MARY DRAPER was also with the line in Jacksonville.

The steamboat with the line the longest was the propeller MAY GARNER, named for Captain Garner's daughter. She was a Jacksonville area product, being built in 1893 at New Berlin (on Dame's Point penin-



Above - MAY GARNER in drydock, St. Johns River, Jacksonville. Wooden floating drydock was used for smaller vessels.

sula, Duval County). Initially intended to be a tug, she was instead used in mail, passenger and freight service. She was 94.3 by 26 by 6.6 feet and of 101 gross and 50 net tons. She was built of native yellow pine. The MAY GARNER had two staterooms and three berths and was licensed for 76 cabin and 50 deck passengers. Her crew consisted of a master, who was also a pilot, a pilot, engineer, fireman, watchman, and a crew of three deckhands. She had a small condensing type engine of 16-inch cylinder diameter with a 1-1/2 foot stroke and had a boiler 12 feet long by 7 feet in diameter. Both the boat and the boiler were licensed for 100 psi.

A key Independent Line employee was Captain Robert Townsend, who was on the MAY GARNER most of her days. He had worked for the Clyde Line on their CITY OF JACKSONVILLE going to Boston on her during the summers. Sometime after 1901, he went to the Independent Line.

The MAY GARNER used Captain William Hallows' dock in Green Cove Springs. One of the MAY GARNER's pilots was Charley Knight, a steamboat man, who later owned the fish camp at Black Creek.

The MAY GARNER was a wood burner and got her fuel at Orangedale. She carried much livestock, cows, pigs, bales of hay, groceries, and general cargo. One time when carrying a horse, the animal fell over-

board but was retrieved and placed on board. The MAY GARNER brought the first car (a yellow roadster) ever owned in Green Cove Springs to its owner, Dr. Clarke. The whole town turned out to see it.

Another vessel of the company was the KEYSTONE, which the DeGroves acquired in 1913. KEYSTONE was a trim little vessel built in Nyack, New York as a private yacht, probably in 1893. Her owner, Mrs. Mary Packer Cummings, used KEYSTONE for service between downtown Jacksonville and Keystone Bluff, their winter residence on the south shore of the St. Johns and now the site of Episcopal High School. The KEYSTONE was an outstanding little vessel, being built with red oak framing, white cedar planking, and was sheathed with copper. Her original cost was \$14,000.

Mrs. Cummings was the daughter of Asa Packer, governor of Pennsylvania, founder of Lehigh University and builder of the Lehigh Railroad. The KEYSTONE derived her name from the nickname of Pennsylvania, the "Keystone" state. Mrs. Cummings used the KEYSTONE for her individual commuting purposes when residing at her winter home.

After her death on October 12, 1912, the KEYSTONE was sold, probably to help settle the estate. At the time of her death, Mrs. Cummings was one of the world's wealthiest women. Her Keystone Bluff estate was given to the Episcopal Church to be used as a boys' home. Over the years, the well-known educational institution emerged.

DeGrove used the KEYSTONE for a short while on a passenger, freight and mail run from Jacksonville to Arlington, Keystone and Floral Bluff. Later on, during the World War, she was used to transport soldiers going on liberty from Camp Johnston (now the Naval Air Station) to downtown Jacksonville. She was also used for exclusive passenger and excursion service to Green Cove Springs from Jacksonville. The KEYSTONE paid her purchase price of \$2,500 in her first season under the DeGroves.

The KEYSTONE was 53.3 by 11.7 by 5 feet. Gross tonnage was 21, net 13. She had a triple expansion condensing steam engine and an Almy water-tube boiler. She used anthracite coal and had a steam-electric plant.

The last vessel acquired by the Independent Line was the MAGNOLIA, built new in Jacksonville in 1917 - 1918 at the Anderson Drydock and Repair Yards in South Jacksonville, about where the Main Street bridge touches down today. She was built to come under a new rule where vessels of 65-foot length or less could employ a greatly reduced crew than larger vessels, hence was 64 feet, 11 inches by 22 feet by 6 feet and was a wooden steam propeller. Her frames were of Florida oak and she was planked with heart cypress. The MAGNOLIA had a fore and aft compound steam engine and an Almy water-tube boiler (replaced in 1923 at the Merrill-Stevens shipyard). In 1926, the steam plant was replaced by a 60-hp Fairbanks Morse oil engine at Russell's shipyard.

All of the Independent Line vessels were wooden propellers except the MANATEE, an iron sidewheeler. All ended their careers away from the St. Johns.

Captain Henry D. DeGrove, Jr. started life early in steamboating, working as a teenager for his father whom he greatly admired. In fact, as a baby, H. D. DeGrove, Jr. (his nickname was Hal) took to the water early. When living in Green Cove Springs as a young child, his father would place him in a rowboat tied to the shore. Then he would shove the boat out into the stream. Each time Hal was allowed a little more rope and went out a little further into the river, thus serving to get used to his future element of work.

As he grew up, Hal followed in his father's footsteps. In June, 1910 as a teenager, his initial assignment was as "quartermaster" on the MAY GARNER. After three years of this, his father gave him command of the KEYSTONE and he was master of her. Then he settled down for a 10-year stint as master of the MAGNOLIA. The business was mostly excursions by then, twice a week trips to Green Cove Springs and Sunday excursions in the area were featured. Of course, there were many charters which were usually lucrative when they occurred.

After World War I, steamboating on the St. Johns was in a declining mode. The Independent Line gradually sold off its

Below - KEYSTONE, DeGrove's Day Line propeller launch used on excursions and commuter service during WWI.



vessels starting with the MARY DRAPER. She was sold to J. S. Stevens of Edisto Island, South Carolina who placed her on a mail route from Edisto Island. The MAY GARNER was the next to go, and she was sold after the war to Georgia parties. She was destroyed by fire on July 10, 1921 at Brunswick, Georgia.

The KEYSTONE was sold to Charles Fozzard, a Jacksonville tug owner and captain in the mid-1920's. Fozzard converted her engine to a 60-hp Fairbanks Morse diesel, changed her outer configuration, and used her as a small harbor tug. Later on, she was sold to Miami parties for the same type of work.

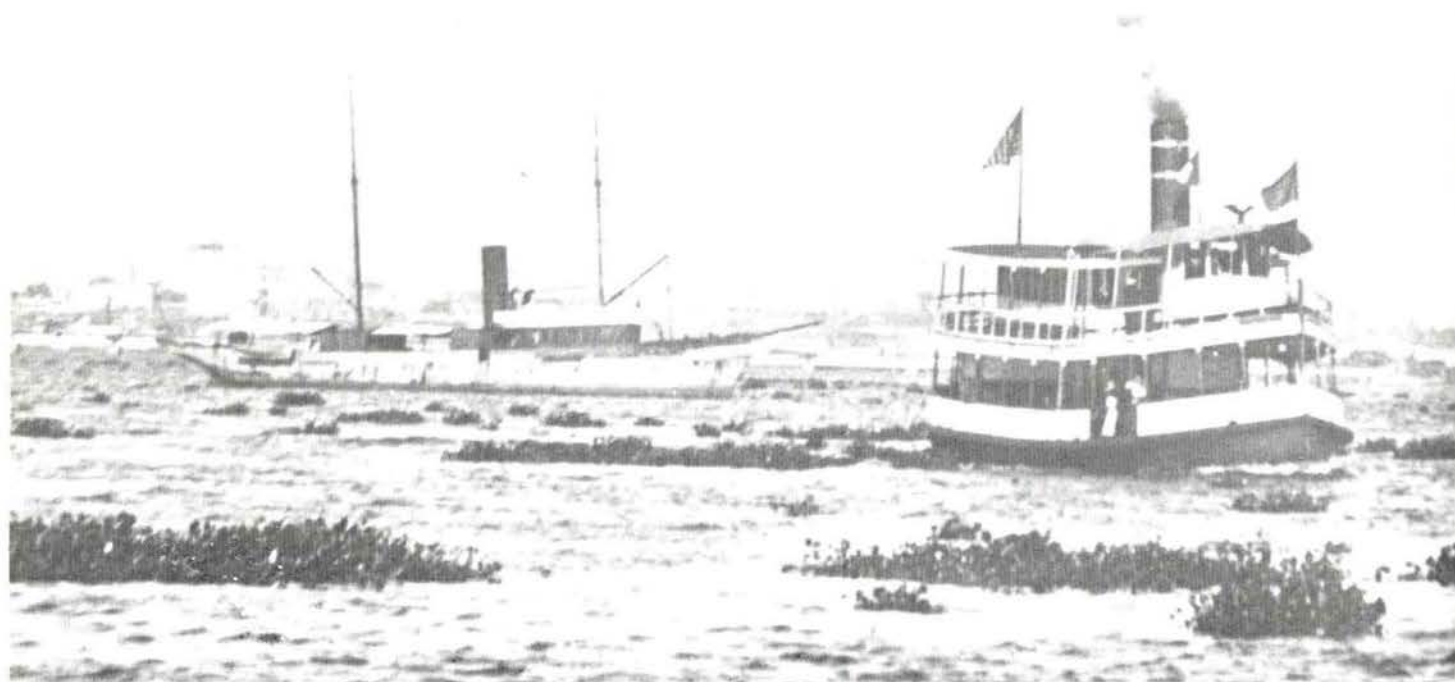
The MAGNOLIA was sold to Georgia interests when the DeGroves decided that steamboating had run its course on the river. She eventually burned at Saw Pit Landing on the Inland Waterway.

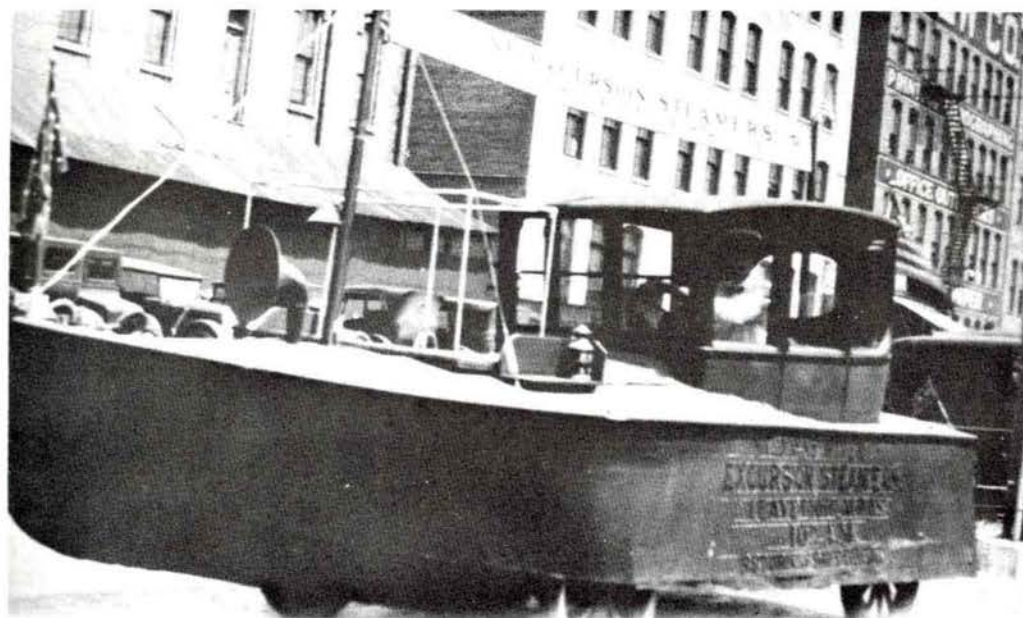
Before and after the demise of the Independent Line, Captain DeGrove, Sr. was a contractor, owned Enterprize Grocery and Standard Concrete, and a shoe store operator (Taylor, later named Clark). He also owned the South Jacksonville Water Works Company. The DeGrove family also owned Pier #3 on the North River, New York City, which they sold in 1896. Captain DeGrove, Sr. retired around the early 1930's and died in 1951.

Captain Hal DeGrove, Jr. worked as he



Above - MAGNOLIA about to end her trip, exhausting steam through her stacks to blow out soot accumulations. Below - MAGNOLIA treads her way past yacht and hyacinths.





Above - Passengers leaving MAGNOLIA at her wharf. Note stacked wood fuel for her furnaces. Below - Converted auto used for Day Line advertising.

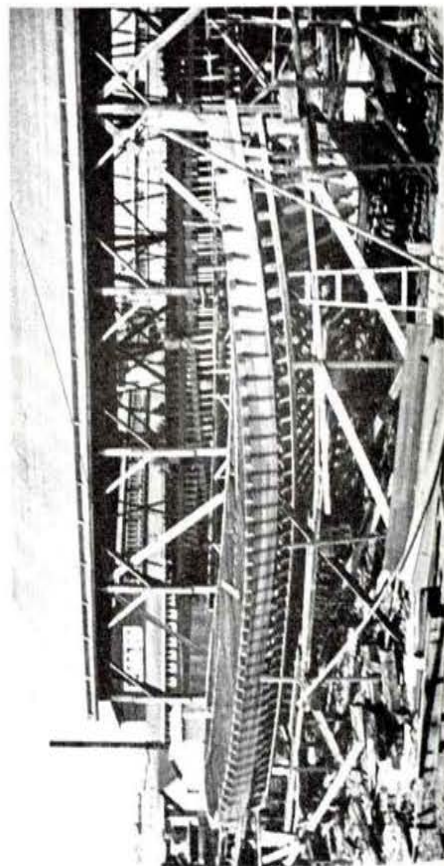
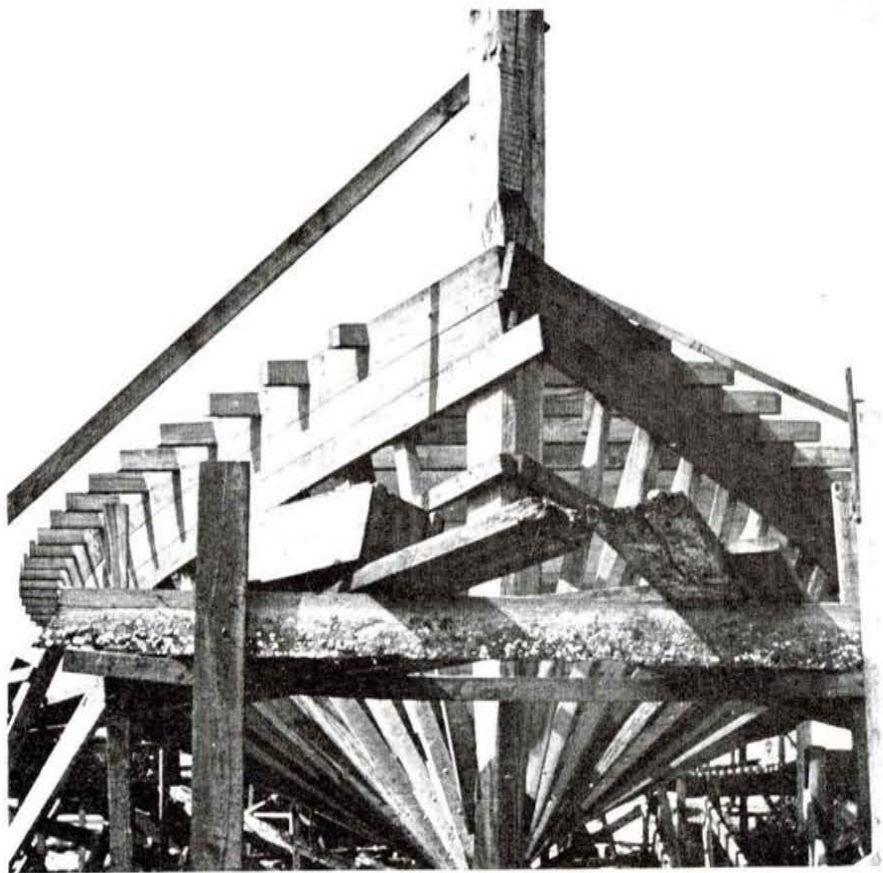
could after the close of the steamboat line, but always attempted to find a new career on the river. In 1930 and 1931, he was master of an excursion steamboat, the UTILITY, which ventured on the St. Johns River. After this, he became a master and pilot for the Florida Ferry Company, which operated the ferry service between downtown Jacksonville and the south side of the river, a route in the general vicinity of the part of the river that the John Alsop (Main Street) Bridge traverses. This service lasted until 1940 when the Main Street Bridge was completed, then the ferries discontinued service and were sold

elsewhere. The vessels DeGrove was associated with when employed by the ferry company were the double-enders FLETCHER and JACKSON.

Captain DeGrove for a time was master of a private yacht belonging to the Mead paper family, sailing her to northeastern states such as Connecticut, Massachusetts, and Maine. He also took the yacht to the Great Lakes and Washington, D.C. His wife, Carla, whom he met in Jacksonville while she was on a vacation from her Michigan home, was associated with him on the Mead yacht and was also a cook for the group. During World War II, Captain De-



1916 construction photos of Jacksonville-built
MAGNOLIA, built on south bank of river near
present Main Street Bridge.



Grove was master of a tug which towed petroleum product barges on the Intercoastal Waterway and the St. Johns River, a service related to the war effort. Tankers going "outside" on the ocean were repeatedly being torpedoed and the barge and tug delivery system was accordingly accelerated.

After service with the Meads and the wartime tugs, DeGrove was associated with the Huckins Yacht Corporation, a builder of well-known powered yachts in Jacksonville. As port captain, DeGrove delivered many yachts to their owners and served to see them through their shakedown cruises.

The Buccaneer Toll Road was built after World War II as one of Florida's first toll routes. It led from Fernandina Beach to the Jacksonville Beach area as part of Route AIA. The water gap over the St. Johns near Mayport needed to utilize water-borne vessels and the Ft. George-Mayport ferry started as a consequence. Hal DeGrove became one of the first captains on the double-ender JEAN LAFITTE, the largest ferry on the route at the

time. He later served as master and pilot on the BUCCANEER and the BLACKBEARD, ferries that still ply the route today (1985).

On the river until he was 77 years old, man and boy, Hal DeGrove served well for over 60 years. It is a heritage and record that no one in today's society can hope to equal, much less exceed.

As a closing and personal note, "Cap", as I always called Hal, was my best friend in Jacksonville and we had many evenings filled with talk of the old steamboating days. He encouraged my interest in Florida steamboats and gave me what was left of his father's nautical collections after the 1901 fire, as well as many items he had collected over the years. Our relationship at times was more like father and son than friend to friend.

He "put out to sea" as a result of an auto accident incurred while en route to his job with the ferry in November, 1972, and was laid to rest alongside his father in the old Mandarin cemetery. He was the last of the steamboat captains of old on the St. Johns River.



Above - KEYSTONE as tug-type vessel, then owned by Captain Charles Fozzard and taken south.



Page 152 - Jacksonville scene, late 1870s. Small home-built PICOLATA at left, tug-like R. L. MABEY, sidewheel tug in center. Vessel similar to MABEY at left center might be sidewheel tug, SETH LOW. Vessel at mid-right is ARROW, sidewheeler that carried President Ulysses S. Grant on his 1880 trip to Jacksonville and the St. Johns River. Numerous schooners in background.

Dixon's Florida Travels

Several years ago, Mr. Kenneth Woodburn, husband of Marilyn Bonnie Woodburn, mentioned the travel accounts written by her great grandfather in the 1870's. Mr. D. Webster Dixon, a Vermont newspaperman, visited the state in 1875 and again the subsequent year. Naturally, he set forth his observations and saw to it that the writings were published in the St. Albans Vermont Messenger. The descriptions are perhaps typical of what was published at that time concerning Florida as it was beginning to emerge from the Reconstruction period. It is appropriate that many of Mr. Dixon's remarks are published in this book as Mr. Dixon relied heavily on steamboats for his means of seeing Florida as it was then.

Mr. D. Webster Dixon was born in Grand Isle, Vermont in 1839. At the age of 19, he began his newspaper career in his home town and also wrote for newspapers in Burlington and Bennington, Vermont and subsequently in Boston. After about seven years of this journeyman journalistic career, he served in a political role from 1865 to 1867 as Engrossing Clerk of the Vermont House of Representatives. He became Associate Editor of the St. Albans Messenger in 1868, a year later rising to Assistant Editor. In 1875, the charms of Florida's more favorable climate beckoned and he supposedly "retired" there, penning his comprehensive observations which the Messenger was pleased to print.

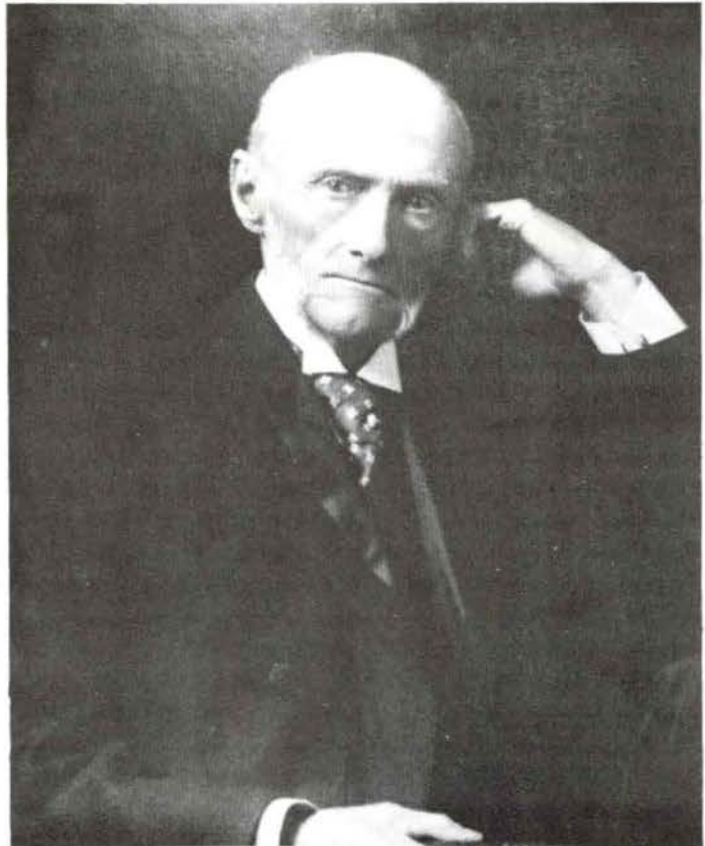
Dixon evidently decided he was too young to retire so he again resumed his Assistant Editorship at the Messenger after returning from Florida. In 1882 he became Chief Editor and three years later purchased the Montpelier, Vermont paper, The Vermont Watchman, assuming the Chief Editorship in doing so. In 1899, he became Assistant Editor of The Protectionist, a Boston publication.

A few years before his first Florida trip, Dixon married Miss Letitia C. Howe of Cambridgeport, Massachusetts and in 1883, their only child, Mary Elizabeth, was born. Mr. Dixon was a lifelong Repub-

lican and at one time was an aide to Congressman Bradley Barlow. Dixon died in 1915.

Mrs. Woodburn has made a copy of her great-grandfather's columns available to Mrs. Allen (Joan) Morris, photographic archivist of the Florida Photographic Collection at the Florida State Museum in Tallahassee. In 1982, a portion of Dixon's writings was published in "Historic Florida, A Closer Look at the Photographs of a Century Ago in Three-Dimensional Realism," a photographic collection of stereo photos compiled by Clement Slade of Jacksonville.

A more comprehensive version of the writings appears below. It has been edited to exclude some materials not relating to



Author, editor, D. Webster Dixon in his New England office, circa 1890s.



travel by steamboat. I am greatly indebted to both Mrs. Morris and Mrs. Woodburn for making the accounts available and to Mrs. Woodburn's mother, Mrs. Ruth McKinstry, for her review.

SAVANNAH TO JACKSONVILLE

The traveller has choice of three routes to Jacksonville, one by land and two by water. The former is by the Atlantic & Gulf Railroad, a distance of 261 miles; time is 15 hours, and two trains are run daily except in the summer. This route is a roundabout one, and is said to be very tedious and generally uninteresting. The most popular water route is by the steamer "LIZZIE BAKER," which traverses the inside shore route, conveying the traveller amid the wild scenery of the sea islands, and giving him no taste of sea sickness. I chose the "outside" route, by the steamer "DICTATOR," which in connection with another steamer makes weekly trips from Charleston and Savannah, to Palatka, seventy-five miles above Jacksonville on the St. Johns River. The "LIZZIE BAKER" makes only one weekly trip, leaving Savannah every Wednesday, at 9 a.m. Leaving

Savannah at noon we passed down the river to the sea. The surface of the land on either side is low, and a portion is devoted to rice cultivation. We pass Fort Meigs, and then Fort Pulaski. Its guns command the principal channel. At 2 p.m. we were "all at sea," and from this hour until next morning the voyage was quiet and uneventful. The sea was quite smooth, and the steamer's route being some 15 or 20 miles from the coast, there was little to be seen save the sea-gulls, which persistently followed in our wake, but we had a grand sunset scene. At midnight we arrived at Fernandina where the captain preferred to remain for two or three hours for high tide to pass over the bar, which in low water seriously obstructs the entrance to St. Johns river. In the morning we saw the sun rise, and its reflection on the almost unruffled sea was very beautiful. At the mouth of the river we saw large numbers of dolphins, and along the banks splendid specimens of oak, palmetto and magnolia. The river scenery was not

Above - View of Jacksonville waterfront, looking easterly, mid-1870s. Sidewheel tug at wharf.

only beautiful, but to those of us who viewed it for the first time, had the charm of novelty. This was indeed Florida. We made landings at Mayville, Yellow Bluff and one or two other small places, inhabited principally by fishermen; and arrived at Jacksonville at 10 a.m.

(Mr. Dixon in a March 24, 1875 communication to the Messenger continues on in his description of his trip.)

First, about VISITORS, ETC. It is only since the war, or about 1867-68, that Northern people have visited Florida in any large numbers. According to Whitney's little hand-book, about 4,000 tourists visited the State in the winter of 1869-70; 7,000 in 1870-1; 14,000 in 1871-2; over 20,000 in 1872-3; 25,000 in 1873-4; and it is estimated that from 40,000 to 50,000 have come the present season. This signifies the transfer to Florida of about \$6,000,000 of Northern money, a part of which finds its way back to Northern cities for supplies.

From a quarter to one-third of the visitors are invalids; persons suffering from some lung, bronchial or catarrhal trouble; others from general debility or mental or physical prostration. Those who are in health come for pleasure, or to gratify

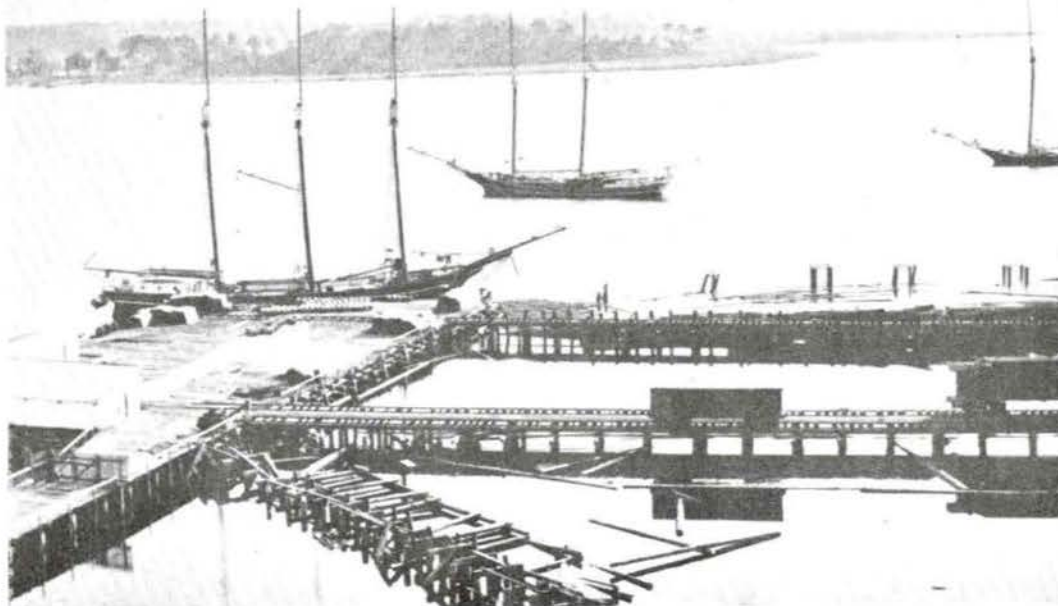
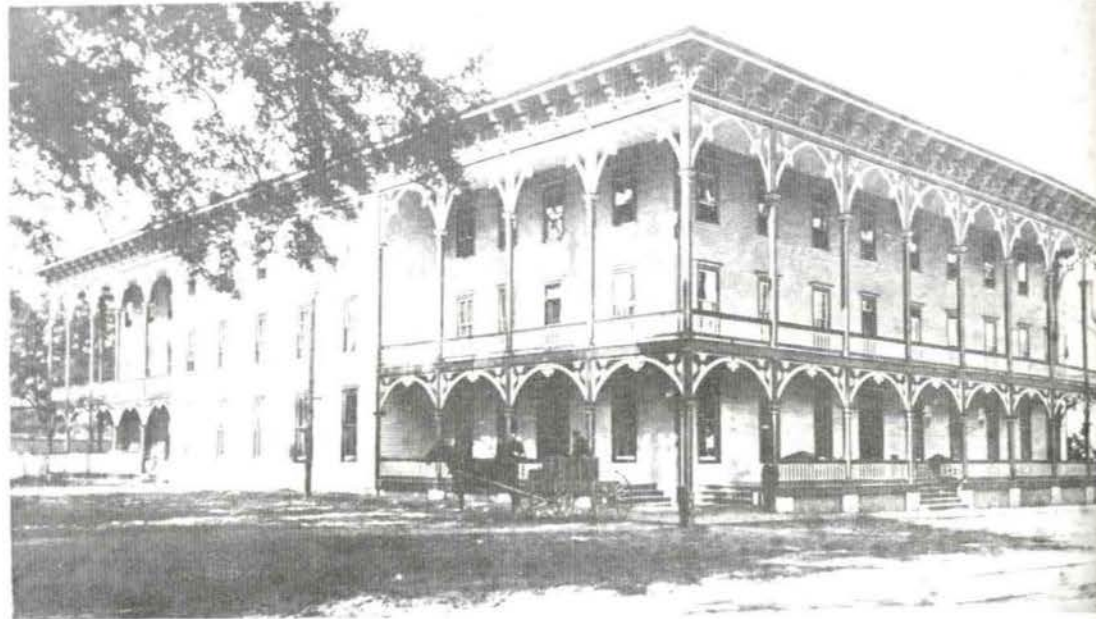
their curiosity about the country, or because they do not enjoy the northern winters; a few come on business thoughts intent. Some, no doubt, believing that an ounce of prevention is worth a pound of cure, and fearing they have more or less predisposition to lung complaints, come to escape the possible ill-consequences of remaining at home; and such, if they take good care of themselves, receive much benefit from a few weeks' residence here. So it is that Florida is fast becoming the greatest sanitarium of the continent. What portion of the invalids are really benefited by their sojourn here I have no means of determining. Many come too late to receive any benefit whatever. I have met occasionally one who was going home to die, being in the last stage of consumption. But the great majority of invalids are of the more hopeful class; and if none find a positive cure for their malady, it is nevertheless true that many lives are greatly prolonged by making this a retreat from the rigors of a northern winter. The climate has no special healing power that I can discover; it is merely favorable in arresting the progress of disease, or in

Jacksonville shipping scene, 1870s, looking east, note heavily-laden three-masted schooner at right, sidewheel steamboat(s) at center.





Left - Tourists posing with a guide on their "alligator" party. Note rope around gator's neck, imitation rifles. Below - Prominent ornate wooden Jacksonville hotel, the Duval, which stood at Forsyth and Hogan. Horse-drawn conveyance arriving with steamer trunk. Lower - 1875-76 photo of Jacksonville waterfront; railroad line had direct access to wharf, schooners loading lumber and naval stores for export.



aiding the patient toward ultimate recovery.

The larger part of the visitors are ladies, a great number of whom are unaccompanied by gentlemen, and travel in parties of two to six. Many tourists travel here, as they do in summer at the North, with a great quantity of baggage, but the least vexatious plan is to bring as little as possible unless you can come direct by sea, and do not propose to make an extended tour of the lower country. The all-rail routes are the most patronized, not merely on account of the cheap excursion tickets sold over their lines, but tourists thereby avoid what is usually in winter a rough sea-passage, and consequent sea-sickness. But persons not subject to sea-sickness and willing to confront old Neptune's uncertain temper, can make the trip far more comfortably by water; but of course they can not see much of the country in this way. Few care to see it more than once as there is nothing particularly inviting about it. The greatest number of visitors have come during the last two weeks of February and the first two of March. On some days the hotels at Jacksonville, Pilatka and other popular resorts have been crowded to excess. When at Charleston and Savannah we received the most discouraging accounts from returning tourists, concerning the great lack of hotel accommodations here; and a few travellers placed so much confidence in the statement, that some of them decided to go no further until the rush should be over, while others went to Macon, Atlanta and New Orleans or returned northward. The fact is, that while the hotels and boarding houses at Jacksonville have frequently had their capacity tested to the utmost, they generally managed to find "room" for more somewhere. At St. Augustine, Green Cove, Pilatka and Enterprise, there has been a great lack of comfortable accommodation for many days.

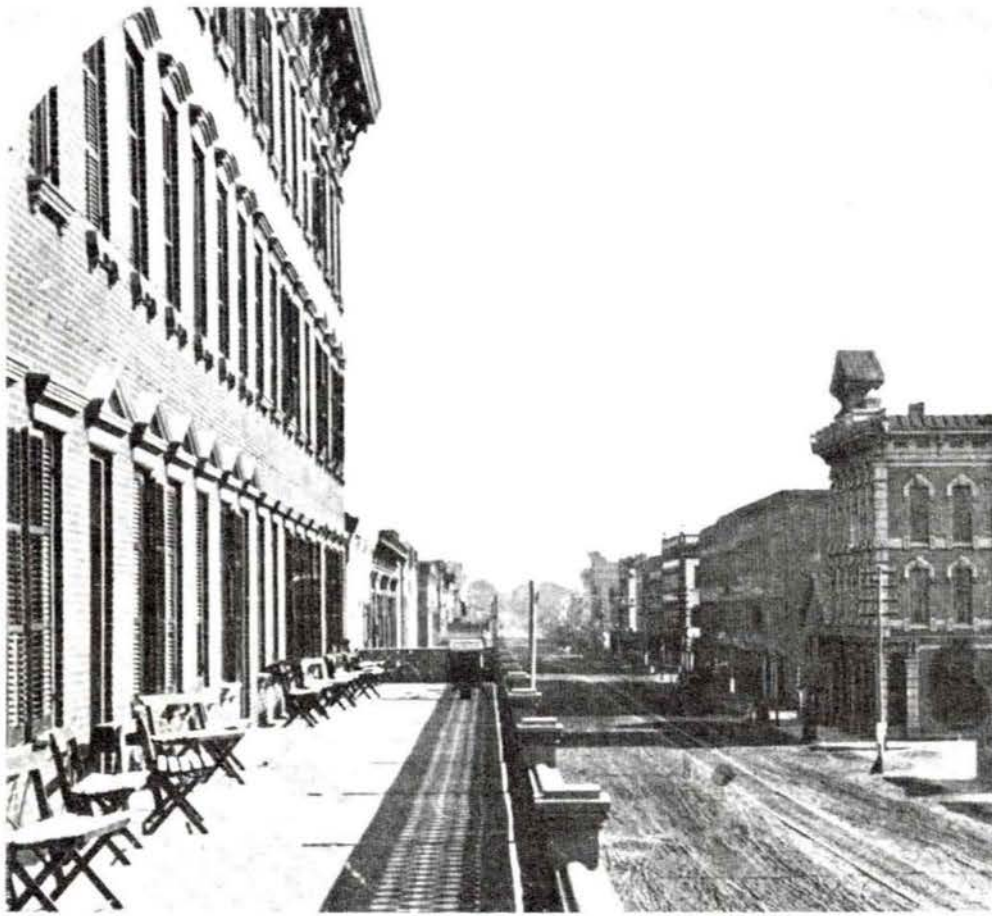
I notice that by far the larger part of the visitors are from the great cities and villages of the North; comparatively few are from the "rural districts." Consequently there is much wealth and fashion represented. At the leading hotels there is a great deal of bon-ton style, rich attire and fashionable gayety. Here as elsewhere there are many visitors who seem to be constantly beset by the spirit of

unrest. This is especially the case with some invalids who do not remain long enough in any one place to get comfortably rested before they are off to visit other scenes. They travel up and down the country, seeking some point they think will be more favorable for their complaint, and thus keep themselves perpetually weary, and aggravate their disease. Others keep late hours and expose themselves to the chilly night air in clothing insufficient for their proper protection, and in other ways equally irrational completely neutralize the possible benefit which may be secured from a visit hither. In the spring such people go home and proclaim that, as a sanitary retreat, Florida is a humbug.

JACKSONVILLE

This most frequented resort of Florida, and the entrance gate of over two-thirds of the travel of the State, is situated on the west bank of the St. Johns river, 25 miles from its mouth. It is the capital of Duval County and the seat of the United States district court, Federal Customs and Internal Revenue. The town was laid out in 1822 and named in honor of President Andrew Jackson. The population is about 14,000, having nearly doubled in four years. The colored people number about 6,000. The streets are laid out regularly; none of them are paved, but are filled with sand three or four inches deep; most of them have walks of artificial stone, brick or plank; the houses and stores are not numbered.

Jacksonville is the chief commercial emporium of East Florida, yet if the Northern travel and patronage were withdrawn, its importance would be greatly diminished. By a liberal outlay of money the place could be made the Saratoga of the South, as it is to a certain extent already - leaving out the mineral springs. The lumber trade is large; there are ten steam saw-mills, and over 50,000,000 feet of lumber was shipped from this port last year. The manufacturing, other than that of lumber, is small. Great success has attended experiments, in this vicinity, in the raising of the silk worm, and nowhere does the needful mulberry flourish better. Therefore, a silk factory is one of the possibilities of the near future.



Left - Looking easterly along Bay Street in Jacksonville, dirt street, unpaved but still the principal artery in steamboat days. View taken from second story verandah of hotel.

The principal business thoroughfare is Bay Street, extending nearly a mile within corporate limits. Hon. H. G. Root informs me that the average value of the lots fronting on the business portion of this street is \$175 per foot. The stores and warehouses are mostly low buildings of one and two stories; but there are a few good brick blocks. The west side has the greater part of the best stores; on the east side are a few wholesale grocery stores, hardware and provision stores devoted to other purposes. The place has the usual complement of jewelry, drug and book stores. At the latter may be obtained a good variety of stereoscopic views of Florida scenery, but these may be purchased cheaper in St. Augustine. There are several curiosity shops here, well-filled with specimens peculiar to the country, such as sea-beans, alligators' teeth, feathers, flowers, and fans made from the wings of Florida birds, fifty varieties of Florida ornamental grasses, rare and beautiful insects, sea and land shells, etc. No male tourist is considered completely equipped without a cane

of native wood; they are of orange, royal palm, crab wood, laurel, and matrimony wood. Bachelor friends will, of course, shun the latter. The fruit stores and stands are a great attraction, with their fine display of luscious oranges, mammoth grape-fruit, lemons, bananas, etc. Northern apples may be found here, and are cheaper than oranges, but are generally poorer in quality.

The streets of Jacksonville are beautifully shaded by oak, laurel, myrtle, magnolia and other trees used for that purpose. There are some fine private residences. The grounds and gardens are adorned with orange, mulberry, peach, banana and other trees, and ornamental shrubbery and flowers, but not to the same extent as at St. Augustine.

The principal hotels are the Grand National and St. James. The former is on Bay Street near the depot of steamboat landing of the same, is of brick and has an imposing-looking front. There is a small park opposite, which has been laid out in shell walks and planted to tropical trees and plants. This little park has

been pictured by some newspaper correspondents in the most gorgeous colors, but I am compelled to speak of it as a very ordinary-looking place at present. The St. James Hotel, which is most patronized by fashionable people, is on Duval Street near the centre of the city. The main building is of wood, with a brick addition. It accommodates 250 guests. A new park has been laid out in front of this house, and in time will be an attractive place. Other hotels are the Metropolitan, Waverly, St. Johns, Moncrief and Mattair, with a few of less repute. The price of board at the hotels, both small and great, ranges from \$10 to \$40 per week, according to character of hotel and room. No really good accommodation can be obtained in the place for less than \$10 per week, and the average price is about \$14. I understand that parties from New York and Philadelphia have lately purchased eligible sites here for hotels, so that by another season hotel accommodations will be largely increased. The proprietors or lessees have made a "good thing out of it" the present season. The proprietor of the Grand National estimates his net income for the season at \$15,000; the St. James will yield a still larger income. The expense of running a hotel here is said to be much greater than most people would calculate.

The suburbs of Jacksonville are Oakland, Wyoming and East Jacksonville on the east side of the river, and LaVilla, Brooklyn and Riverside on the west. They contain some pleasant residences, but have a large negro population. The only drive of any consequence is over a shell road, four miles to Moncrief Springs. At the central point of Jacksonville the St. Johns river has a width of half a mile, but to the northward and southward widens out respectively to two and three miles; looking either way from the narrowest point, it has more the appearance of a lake than of a river. The tide rises about eighteen inches at this point.

There are three newspapers in this place: The Florida Union, liberal republican, issued weekly and tri-weekly, by N. K. Sawyer and Son, formerly of Maine, is the best-conducted journal. The Press, democratic, issues weekly and semi-weekly editions. The New South, radical republican, has a weekly and semi-weekly issue. J. Sullivan Adams, well known in Vermont,

is one of the proprietors; and is also the present postmaster of Jacksonville. The Florida Agriculturist has an office here, but is printed at Tallahassee, and is the official organ of the State Grange. People who want the New York papers, and are economically disposed, can purchase them cheaper at the news agent's than on the street, or what is better should get them by mail direct from the offices in New York. The boys on the street here won't sell a copy for less than ten cents.

Of churches there are enough to supply the demand, there being twelve in the city and suburbs. The Methodists, Episcopal, Presbyterians, Baptists, Second Adventists, Catholics and Israelites each have from one to three places of worship. There is a Catholic convent, with a school. The Episcopal also have a flourishing school for the freedmen. There is a circulating library in the place, containing 5,000 volumes. The masons, odd fellows, good templars and sons of temperance each have several lodges.

The city is lighted with gas; and has a fire department which includes in its equipment two Amoskeag engines. There is one National bank, a Freedman's savings bank, and two private banking institutions. The place is favored with fourteen physicians, including homeopaths and electricians, and twenty-nine lawyers.

One or two hints to visitors may not be amiss. Hack and carriage drivers here fix their own rates of fare, and will charge you roundly unless you make a bargain with them in advance; they can be induced to make a reduction in their rates, when they find they cannot do better. If you wish to purchase Florida curiosities, you can buy them cheaper in St. Augustine than in Jacksonville, but the fruit stores are much better supplied in the latter place than in the former. If you have occasion to patronize a barber, and wish to save money, do not favor the hotel shops; there are many outside just as good, where they charge only a little more than half as much for tonsorial work.

The principal recreations of tourists and winter sojourners here, are walking, driving, boating, fishing, croquet, parlor games, a little dancing, excursion by small steamers to interesting points up and down the river, and other rational pastimes. Of musical and theatrical en-

tertainments there is not a plenty. In the rear of Greenleaf's "museum" on Bay street there is a free exhibition of some of the animal products of Florida, which includes a live alligator ten feet in length, and several smaller specimens, a small black bear, a wild-cat, a pair of majestic cranes, owls, etc.

The notorious John Morrissey has a club house near the St. James hotel, to which men of means who desire to invest money at a sacrifice, are cordially welcomed. One of the papers here complains of the great number of gambling dens on Bay street, and says the city is full of thieves and swindlers. A writer in the New South says that no small share of the business portion of the city is occupied for infamous pursuits. There are several drinking places, and a good deal of drinking, as yet I have seen but one person in a state of absolute intoxication . . . On Sundays many of the cigar and fruit stores and saloons are open as on other days . . .

(Mr. Dixon goes on in a March 30, 1875 communication to further tell of his stay in Florida.)

ST. JOHNS RIVER AND TRIBUTARIES

The St. Johns view is the principal point of attraction for visitors to Florida. It comes from a marshy tract in the central part of the peninsula, and the country it traverses is made up of cypress swamps and pine barrens. Unlike any other river in the United States, it flows directly north nearly 400 miles, when turning abruptly to the east, empties into the ocean. For seventy miles from the mouth, its average width is two and a half miles, and is in some places six miles: even for 150 miles from its mouth its average width is one and a half miles. It is certainly a magnificent water course; and if situated in New England, how largely it would add to the prosperity and wealth of that section cannot be fully calculated. It is said, that with its navigable branches, it affords a thousand miles of water trans-

Right - Captain Thomas Walker Lund's side-wheel steamboat VOLUSIA, small home-built Jacksonville craft. VOLUSIA exploded at her downtown wharf in 1881, no lives lost. Next page - Upper, FREDERICK DeBARY on the river, carefully posed figures and rowboat in foreground. Lower - Palatka's Putnam House, before its 1876 remodeling.





portation. Large steamers ascend the river with ease for 100 miles, and smaller steamers can proceed 150 miles farther. The river's source is in some unexplored marsh near the eastern coast, and within seven miles of the ocean into which it empties. Its banks, which in no place are over twenty feet high, are covered with pine, cypress, magnolia, live oak and palmetto, and the upper portion of the river

displays much tropical vegetation. The scenery along the river is little diversified; if one sees ten miles of it he gets a very fair idea of the whole. Here and there is a small settlement with orange and lemon groves; otherwise the country presents the charm of primeval wildness, and the characteristics peculiar to a semi-tropical climate.

Below Palatka, 75 miles above Jackson-



ville, the extreme width of the river prevents a close inspection of the country on either side, except at the landings; above Palatka the river grows narrower, and alligators begin to be seen. A place called Enterprise, 205 miles above Jacksonville, is the objective point of most of the tourists on the St. Johns. According to accounts there is much that is enterprising about it besides its name. Small steamers fitted with state-rooms go up from Jacksonville to Enterprise and return in three days. The fare is \$18 for the round trip, meals and state-rooms included. Half way up from Palatka, the alligators begin to be seen in considerable numbers, and sportsmen are allowed to shoot at them from the steamer's deck. Not many are killed, not only that the alligator is a tough animal to kill, but because a large majority of these amateur hunters are not expert marksmen. The largest specimen of the animal I have heard of, was twenty feet in length. An old gentleman whom I met on the steamer coming down the river, who had visited all the rivers of the lower country, entertained me for an hour with his experiences among the alligators. He said he had seen as many as seventy-five large animals in one day; and some days had seen so many of them, both great and small, that he dreamed of them for a week afterward. He said it was a pity to kill them as they were comparatively harmless, never attacking unless closely pursued . . .

At Palatka we find small steamers which traverse the Oclawaha river for a great distance. This is a small stream of considerable depth, emptying into the St. Johns 25 miles So. of Palatka. It runs through a region of swamps and lakes and has been navigated for a distance of 250 miles. This is a great field for the sportsman, but people who find no solace in hunting and fishing will do better to make their trip to this region as well as to the upper St. Johns, as early in the season as possible, for the fleas, mosquitoes and other pests are very annoying just now. On the Oclawaha, are seen the famous mocking bird in great numbers, quail, white crane, paraquet, water turkey, water porcupine, buffalo heron, the white and pink curlew, and many other birds of beautiful plumage. The price of mocking-birds in Jacksonville ranges from

\$10 to \$50, and I have heard of \$100, \$150 and even \$300 being offered for single birds that could imitate every sound distinctly. The Oclawaha contains a great variety of fish, some of them rare and curious. Alligators abound in countless numbers. Here, also, are found gigantic turtles, some of them weighing five hundred pounds . . .

PRINCIPAL POINTS OF INTEREST

After we leave Jacksonville, going southward, the first landing of any importance is made at Mulberry Grove, where there is a beautiful grove and walks. The next landing is Mandarin, which is mainly interesting as being the winter residence of Mrs. Harriet Beecher Stowe. Her house is of moderate size, and almost obscured by the foliage of the large oaks and other trees. She has an orange grove of five acres, which produced 35,000 oranges last year. Near Mandarin, is the wreck of a government transport, sunk by a torpedo during the war; only the walking-beam of the engine is visible above the water. (The MAPLE LEAF.) The next point of interest is Hibernia, which is quite a resort for invalids. There is a good hotel and a handsome myrtle grove, and walks here. The next stopping place is Magnolia, 27 miles from Jacksonville, which has a hotel and several small residences. It is one of the most pleasant resorts on the St. Johns. Black Creek, located a short distance north, contains many alligators.

Green Cove Springs, on the same side five miles below, is the most popular resort between Jacksonville and Palatka, and is a charming place. It has two large hotels, fine trees, walks, etc., but its principal attraction is a mineral spring which throws 3,000 gallons per minute; the water is strongly sulphurous, with a temperature of 75 degrees, and of course not agreeable to the taste, but is said to be nice for bathing. The basin is thirty-five feet across and twenty-five feet deep in the center. Opposite Green Cove on the east bank, is a similar spring at a place called Remington Park, and a hotel is talked of at that point. Fourteen miles further south on the same side, is Picolata, the site of an ancient Spanish settlement but of little present interest. Five miles south of this point is Tocol

Landing, where visitors are transferred by rail to St. Augustine, of which more hereafter. From this place to Palatka there are few settlements. One of these, Dancy Place, contains one of the finest orange plantations on the river. Another, Orange Mill is noted for the great beauty of its numerous groves.

Palatka is on the west bank of the St. Johns, and has a population of about 1,000. It has many stores and considerable trade from the back country; one newspaper, and two hotels, much too small to accommodate the great rush of the present season. There are several handsome orange groves in this vicinity. One, immediately opposite the town, is owned by Col. Hart, and consists of 700 trees, some of them forty years old, which yield an annual income of from \$12,000 to \$15,000. He has been offered \$100,000 for the place.

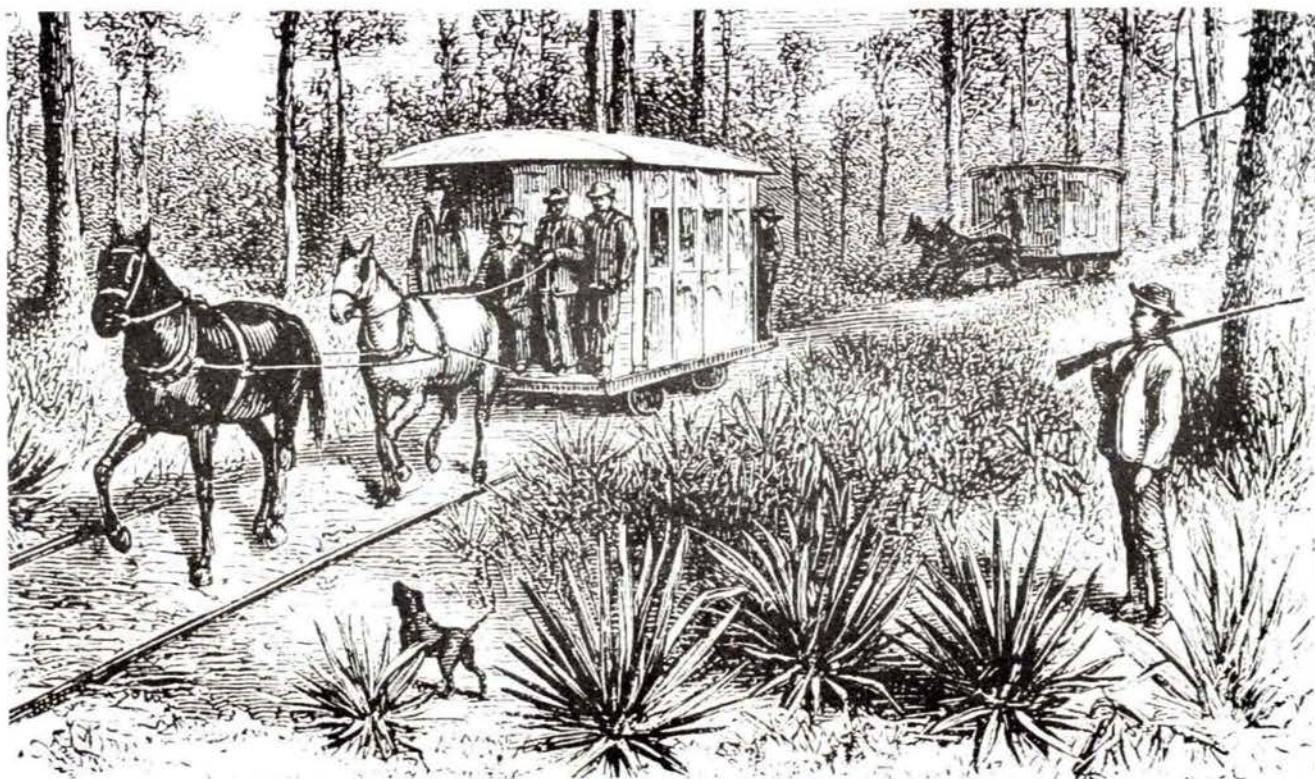
The only place of any importance on the St. Johns and Oclawaha, above Palatka, are Welaka, Volusia, Mellonville, Enterprise, Blue Springs, New Smyrna and Silver Spring.

Enterprise is the head of regular steamboat navigation on the St. Johns. It has a large hotel and a few boarding houses. They have been uncomfortably crowded this season, and the table fare does not re-

ceive flattering notices from visitors. Fishing and hunting expeditions are fitted out here for the upper lakes and the Indian river country. A mile from the landing is the Green Springs; it is 80 feet in diameter and 100 feet deep; is of a delicate green color, at times transparent, and the water is sulphurous. From this point, also, small steamers make excursions to the lower lakes. New Smyrna, on the Indian river, is the place where a colony of Minorcans . . . settled in 1767, and cultivated indigo and sugar cane. This section, below the frost line, will undoubtedly become the greatest orange and lemon district of Florida, and pine apple and limes can be grown there with equal success. Mellonville, on Lake Monroe, 125 miles from Palatka, has handsome orange groves; also an abundance of game and fish. A fort was built here during the Seminole war. Blue Springs, 147 miles from Jacksonville, is several hundred yards from the river; but the stream flowing from it is large enough to float a bottom 80 feet wide, and is slightly sulphurous. Silver Spring, on the Oclawaha, is said to be "the fountain of youth" sought so zealously by Ponce De Leon, the

Below - Green Cove Springs St. Clair Hotel, started in 1860, completed in 1865.





discoverer of Florida. But as Ponce grew old and died, we may reasonably infer that he did not receive much benefit from the water. The spring is 80 feet deep, and the water so surpassingly clear as to show the bottom. On Lake Monroe is a place called Sanford, which it is proposed to build up for a popular resort. There are several orange groves here, containing from 50 to 100 acres, some of them bearing finely.

At Toco, 45 miles above Jacksonville, we take cars on the St. Johns Railway, for St. Augustine. The distance is fourteen miles; time about an hour; fare \$2, or over thirteen cents per mile! The train consists of a car built like a street car, a platform car with canvass top and open sides, and a baggage-car, the whole drawn by a locomotive of small size. Previous to last fall the cars were drawn by mules, and the trip was quite tedious. There is but one human habitation on the route, and the country presents nothing attractive. The first half of the distance we see only scattering pines and lowlands, covered with Spanish Bayonet plant; after this we pass palm and cypress thickets, with now and then a group of handsome palmettos. Arriving at the station, we find the city is yet a mile distant across the San Sebastian river. A road much in need of

repairs leads us over a long bridge and causeway, and then we pass through an avenue lined on either side with great Pride of India trees, their branches forming a perfect archway. Emerging from this pleasant entrance way, we find ourselves in the most antique city of America . . .

(We leave Mr. Dixon safely esconced in the Ancient City. He went on to inform his good Vermont friends of the city's history and points of interest. We rejoin him and his narrative in Jacksonville in April.)

ARLINGTON BLUFF AND RIVER

Down the river a few miles from Jacksonville, on the opposite side, is Arlington Bluff formerly called "The Florida Winter Home." This is a large tract of land owned by a corporation; is laid out into avenues, streets and lots on paper, with pretty names, and the intention is to create a handsome suburban resort. But the project lags. A number of Northern people, lured by an attractive map of the locality, accompanied by a highly-colored state-

Above - 1874 engraving of the horse-drawn "railroad" that carried winter visitors from the Toco steamboat landing to St. Augustine.

ment of its promised advantages, were induced to purchase lots, but no building has been erected there the past year. However, it is a fine place to while away an hour. There is a forest of magnificent oaks, hung with great masses of gray moss in artistic forms. This curious parasite, which is to be seen everywhere in the southern country, is made to serve another purpose than for mere ornamentation, for it is by now, by some process of manufacture, used extensively as a substitute for hair in mattresses. There is a small orange grove and a large orange nursery at Arlington. Here I saw a great number of the little animal called the chamelon lizard, of which I saw a few at Jacksonville. As their name indicates, their color depends on the color of the substance upon which you find them. Take one off from a green leaf, and it will be very green, but place it on a board painted brown, for instance, and it will soon assume that color. It is three or four inches long, very active and not easily caught, and is considered harmless. One of my fellow travellers caught one, put it into a small bottle of alcohol, to take home to exhibit as an infant alligator, to which they bear a little resemblance.

Near Arlington Bluff is the entrance to Arlington River, a narrow stream, but of considerable depth so that small steamers can ascend it for several miles. The principal attraction here is alligators. One day Messrs. Lyon, Saxe and myself, with an eye single to alligators, went up this river, and were shown the favorite haunts of the reptiles, but none of them were at home, so we returned without the coveted sight. Messrs. Rand and Hyde went up there one day, armed with guns, etc., intending to bring home some of the largest 'gators' but didn't see even the smaller specimens. So many others have had similar luck, I think it safe to set that river down as a fraud, so far as concerns its promised exhibition of alligators.

OTHER POINTS OF INTEREST

Across the river, a short distance from Jacksonville, is a beautiful place owned by the wife of Hon. Alexander Mitchell, M. C., of Wisconsin. She has a fine orange grove, where now may be seen two or three thousand oranges of the best quality yet

unpicked; also bananas, figs and other choice fruit trees in great variety.

Thirteen miles below Jacksonville, on the east bank of the river is a large Indian mound which is represented as a great curiosity. A large part of this mound consists of an extensive deposit of oyster-shells. Messrs. Dean of Swanton and Hutchinson of Randolph made it a visit and after considerable hard digging with shovels, exhumed some bones of an aborigine and several pieces of broken pottery. Their success encouraged them to make another visit, taking along with them Mr. Saxe and another "antiquarian." This time they secured more Indian bones, more pieces of potter and some wampum. But they had a hard day's work, and none of them expressed a wish to revisit the spot . . .

THE WEATHER, CLIMATE, ETC.

The weather is discussed quite as much down here as at home. Some people find a great deal of fault with it; some days are too warm, some too cool and others too breezy. However, all are forced to concede that it has some redeeming quality, and is far preferable to the cold weather of the North. Down in the city we see ladies in light summer costume, and gentlemen carrying umbrellas to protect their valuable heads from the scorching rays of the same sun you see in St. Albans, perhaps three or four times per month. Again, there is a certain sort of satisfaction in sitting out on a verandah on a warm day, and perusing in the Northern papers, accounts of low temperature, snow storms, etc. Within the last two weeks, we have had a few days when the weather could be called "hot" the mercury rising as high as 90 degrees in the shade. On one of these days, at 6 p.m., the wind suddenly veered around to the North, and in two hours the mercury fell to 58 degrees. Then fires, and overcoats, were comfortable. Many people take cold quite as easily here as at home, while others escape altogether, either because they know how to avoid the danger, or the climate is especially favorable to them. I think if visitors will but exercise a little common prudence, the climate here cannot fail to afford them some benefit; in other words, the climate will help those who are disposed to help themselves . . .

HOMeward BOUND

Few visitors are arriving from the North now, but large numbers are returning by every train and steamer. Berths on sleeping cars and steamers are all secured many days in advance. As late as the 27th ult. the hotels up the river were still so crowded as to be almost unable to give any accommodation to new arrivals. But this is not the case now, for every boat down has brought a crowd, very few of whom have stopped in Jacksonville but gone on northward. Consequently the arrivals at our hotels are growing smaller by degrees. By the middle of the month the greater part of the visitors now in Florida will have gone home, leaving only a few of the more careful invalids, who will remain until May 1st and some even later. I heard of two persons who went north last week to witness the opening of an early spring, and got as far as Washington, where they met a tidal wave of cold air, which so disgusted them that they turned about, and arrived at Jacksonville early this week. Hotel runners from Savannah, and even from Charleston, hang about Jacksonville, and up the river, soliciting patronage for their respective houses. This indicates that the hotel business is lively in those cities . . .

JACKSONVILLE, FLORIDA, April 8, 1875

I supposed I had completed my Florida correspondence a week ago, but, having gathered a few more notes of some interest and desiring to qualify one or two of my recent statements, I have decided to write a little more.

In one of my letters, I said that the number of visitors to Florida this season was estimated at from 40,000 to 50,000. I took the estimate of a gentleman here, who should have known what he was talking about. I find many others who are equally wild in their calculations. But a New Jersey gentleman, who has spent the past two winters in Florida, and is a close observer, has taken particular pains to obtain some accurate estimate of the number of visitors here this season, and finds that from 12,000 to 15,000 will cover the whole. He has given me facts and figures which appear to fully justify his calculations, and I am convinced they are not far from the truth. Furthermore,

he says the sum total of money left in Florida by Northern visitors has been largely overestimated; he thinks the entire amount will fall short of \$2,000,000. He proposes to publish his figures, and what the Florida people will say to them remains to be seen. But they may find comfort in the thought that they have had all the visitors that they could comfortably accommodate . . .

HOMeward BY SEA, BOSTON, April 16

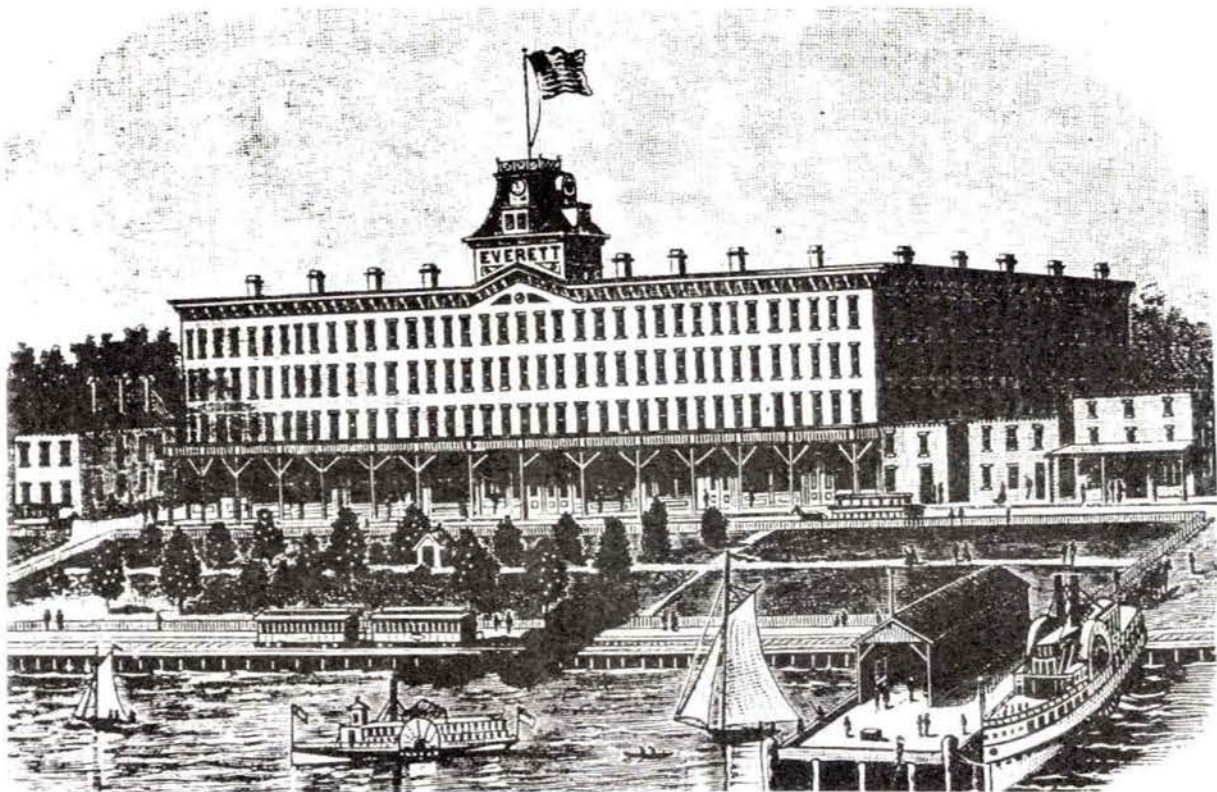
After completing the foregoing it occurred to me that it would keep for a time and as I was about to leave for the North by sea, that I might find something of interest to add concerning my voyage. But there is only little to be said. We left Jacksonville on the morning of the 9th by the steamer DICTATOR, direct for Charleston. The weather was very warm, as it had been for some days with an almost cloudless sky. We had a "full boat" and pleasant company, including the usual complement of Generals, Majors, Colonels, and Captains, with which the South is peculiarly afflicted . . . The trip to Charleston was devoid of interest; the sea was not very rough, though a few of the passengers affected to be seasick. At Charleston we were obliged to remain a whole day, our New York steamer not sailing till evening. This compelled passengers holding through tickets to "board themselves" ashore. Some claimed that the Jacksonville agents represented that they would have meals given them on the steamer during their stay in Charleston, but the company denied that such was their custom and refused to give any meals until after the steamer sailed. There was also a great deal of dissatisfaction about accommodations. In some cases the agents in Florida had neglected to secure staterooms on New York steamers for through passengers as they had agreed to do, and it was only by considerable loud and determined talk that some of us obtained accommodations. The agent at Charleston needs looking after. It is evident that he, either with or without the knowledge of his employers, plays a little game, whereby he makes from \$3 to \$5 above the passage-money by withholding state-rooms from parties entitled to them, and giving them to others who are willing to pay the excess. When I called on him to get my

state-room he pretended he had none for me and kept me waiting some twenty minutes, but after I had intimated to him that I understood his tactics he found no difficulty in providing a place for me at once. Look out for him.

We came to New York by the steamship CHAMPION, a slow but staunch craft, which formerly belonged to the California Opposition Line. We found the officers and servants very courteous and attentive. The course of life on board was rather monotonous. Breakfast at 8 a.m., real chicken soup at 12, dinner at 2 p.m., and supper at 6 were the leading exercises of the day. It was suggested that the soup was thrown in to cloy the appetite for dinner, but it made no difference to some of us. The meals were very good. The passengers had little occupation other than playing euchre and most of them lay in a torpid state between meals. There were about 80 passengers, of whom six found no place to sleep except on sofas in the cabin. The passage occupied three days, though the schedule time is sixty hours. On the 12th, the weather remained warm until we passed that terror of mariner and coast travelers, Cape Hatteras, when it grew colder, and we had rain. The forenoon of the 13th was chilly and so foggy that the

fog-whistle was kept constantly in use. At night we "struck" a rain storm, accompanied by a stiff head wind, and from that time until our arrival within Sandy Hook, the next evening, the sea was very violent and the steamer made but five miles an hour. Then it was that about sixty passengers retired to their state-rooms with more or less precipitancy and had no more appetite for the good things of the steamer's larder. Some of the waves were 30 to 40 feet high, and the vessel pitched and rolled without intermission for nearly twenty hours. Captain Lockwood tried to reassure us with the statement that it was not much of the "blow" unless the water should fly over the smokestack; as it was, it only dashed over the bow and wheel-houses and made it lively for people who walked on deck for exercise. There was a corpse on board, and the sailors charged the storm to his account. I am informed that some of the passengers were violently sick, but as they were confined to their berths I did not see much of them. Your correspondent experienced no discomfort from the rough seas, but rather enjoyed

Below - 1885 rendering of Everett Hotel in Jacksonville; although exaggerated, it shows importance of transportation connections.



them until after he landed in New York, when he continued to feel the ship's motion a little unpleasantly wherever he went, and this feeling lasted two or three days. Before reaching New York we encountered that April snow-storm to which the press has so feelingly referred, and it was accompanied by a genuine Arctic chill. Then we sighed for the sunny clime we had left so prematurely, and vowed that if we ever visited Florida again we would stay there until the middle of May . . .

(Mr. Dixon decided to spend the next winter in Florida and again wrote of his experiences. Extracts follow.)

FERNANDINA, Fla., November 25, 1875

Though your correspondent's first halting place on his arrival in Florida was at Jacksonville, yet I find little to say about that place for the present, having given a very full description of the city and vicinity in my letters last spring. We noted some improvements in building, a notable increase in business, and that extensive preparations were in progress to receive the expected thousands of Northern visitors who are already arriving in considerable numbers. In fact there are more Northern visitors in Florida at this time than were ever seen before at the same season, but the great rush is not expected to begin until after the holidays.

The hotels now open at Jacksonville are already doing a thriving business. All are in running order except the Grand National and the New Windsor. The latter, which will open shortly, is to be conducted by the Messrs. Scott of the Franklin House at Highgate Springs. It is a large and well finished house of fifty-two rooms, pleasantly and conveniently located. Prices of board at the hotels are about the same as usual, but the private boarding houses have made some advance over last winter's prices in anticipation of a larger influx of visitors. Many visitors of moderate means are thus giving Jacksonville the go-by and endeavoring to secure cheaper accommodations up the St. Johns or in the interior of the state. As Jacksonville is largely dependent on the patronage of Northern people for its prosperity, its inhabitants, in their great haste to accumulate riches, should not

forget that there is danger of overdoing the thing, and should strive to make their guests satisfied and contented. For the present, at least, they have it all their own way. Rents are very high, and a good furnished room without board cannot be obtained for less than \$25 to \$40 per month; a small room with board may be had at \$40 or \$50 per month for one person, but such accommodations as may be obtained in St. Albans for \$20 to \$30 per month cannot be found in Jacksonville at less than \$50 to \$75 per month. There is no such thing as cheap board in any desirable location in Florida. With the exception of rents the cost of living is not high. Provisions are comparatively cheap; flour and groceries are but little higher than in New York; fish, game and oysters are cheaper, and only butter, cheese, eggs and a few other necessities cost much more. Of course the proprietors of boarding houses expect to reap a good harvest. Some of them, having houses of six to twelve rooms, cleared from \$1,200 to \$2,500 last winter. Perhaps this is not too much, taking into account they have no income from this source in summer. Another large hotel is projected for next year, and it is probable that one or two more will be built should this season's business justify all expectations. With more competition the prices of board may be reduced a little next season, but in any event cannot exceed the present rates. At present, however, invalids and tourists of moderate fortune complain grievously of the high prices they are forced to pay for inferior accommodations, and some of them threaten to revolt. I cannot see that they have any other remedy than to return home, and that might prove the worst of alternatives.

During our stay in Jacksonville the weather was all that could be desired, except that one or two of the evenings were a little damp and chilly. But this is quite characteristic of the winter climate on the St. Johns, and for that reason many invalids find it necessary to seek a warmer and dryer location . . .

FERNANDINA, Feb. 28, 1876

. . . A few days ago we were invited to join an excursion to St. Augustine, by sea. A gentleman connected with the cus-



Upper - "Wharves and shipping" in Jacksonville, shows trading schooners at wharves, late 1870s.

tom house here had chartered the small but seaworthy steam-propeller "GODFREY KEEBLER" for the occasion, and gathered a pleasant party of thirty-two ladies and gentlemen. A day was selected for the start, which old sailors had predicted would be pleasant with a smooth sea, but as it turned out their prognostications were not well founded. We embarked in the early morning, all indulging in hopeful anticipations of a pleasant voyage, as there was little wind and a prospect of abundant sunshine. As we steamed down the harbor the party were in high spirits, but as we passed the bar out into a comparatively rough sea there were few who felt further disposed to be gay and festive; on the contrary, the felicity of "life on the ocean wave" was pronounced a monster delusion. The announcement that breakfast would soon be ready was received by a majority of the passengers with a ghastly smile; they thought it a fine piece of sarcasm, under the circumstances. Pretty soon there was a notable thinning out of the company on deck, and several very pale individuals were seen looking over the rails into the sea as if they had discovered some object of interest there; but they were merely "casting up accounts." When breakfast was prepared, which by the

way was very good indeed, the captain had the company of one lady and four gentlemen at table. Nearly all of the party had brought well-filled lunch baskets, but the contents of only two or three was touched. The voyage down the coast was not very interesting, as we were so far away from land that little was to be seen except the white-crested waves, and sea gulls, and the sand banks and unbroken forest which lined the shore. After a trip of seven hours, we safely passed the bar at Anastasia Island, and were presently landed at the ancient city, greatly to the relief of the sea-sick passengers, who had been praying for this consumation for some time. As we landed it commenced raining and so continued for an hour, thus interfering somewhat with our original programme of sight-seeing. But the party were comfortably entertained at the St. Augustine Hotel, according to a special arrangement . . .

FERNANDINA, March, 1876

Leaving St. Augustine at 11 a.m., by the St. John railway to Tocoí an hour later we boarded the steamer "GEN. SEDGWICK," and after a pleasant ride of an hour and a half found ourselves in Palatka. The country between St. Augustine and Tocoí, a distance of fifteen miles, has been called a pine barren; but I noticed considerable hammock land, apparently of good quality, and that there were a good many thrifty wild orange trees in several localities, indicating that the soil is well adapted to orange culture. I mention things because very many travelers have represented that the entire country through which the railway passes is unproductive and worthless. The passenger accommodations on this road are even better than last year, and four trains are run each way daily; but the traveling public still has reason to complain of the exhorbitant charge for passage, baggage and freight. The fare is \$2 for fifteen miles travel, twenty-five cents for each trunk, and fifty cents more 'bus fare from the station to the town, a short mile across the river.'

PALATKA

We were not a little surprised to find Palatka a larger and more attractive place



Above - Wooden
Lafayette Hotel
in Palatka, note
chimneys for fire-
places in rooms,
gingerbread rail-
ings. Right -
the Larkin House
in Palatka, guests
are posing in
their finest, both
ashore and in the
hotel's fleet.



than we had supposed. It has more of the appearance of a New England village than any other Southern town we have seen. The town occupies an elevated site as is nearly half a mile in extent along the river, is well laid out and the streets and buildings are quite trim and neat. We found headquarters at the Putnam House, owned and managed by F. H. Orvis, Esq., who is well known in Vermont as the host of the celebrated Equinox House at Manchester. The Putnam House is located on Front street, and its surroundings are all attractive. We frequently heard travelers remark that this house and the Windsor at Jacksonville were the best hotels in Florida. It is worthy of note that most of the best hotels and boarding houses in this "land of flowers" are kept by Vermonters. In front of the hotel and also on other streets are rows of wild orange trees laden with golden fruit. Though they do not afford as much shade as some other trees, they give the streets a handsome appearance. Other towns in Florida will do well to plant the wild orange more extensively in their streets, for when in fruit they are a constant attraction to strangers. The Putnam House was well filled with guests, but few of whom are permanent boarders. The greater number of visitors to this place are "birds of passage" who stop over for a day or two while going to or returning from the upper St. Johns and the Ocklawaha. We learned that Palatka had no reason to complain of any dearth of travel this season, but that the principal resorts further up the river had suffered, as most tourists went up and returned by the same steamer, caring only to view the novel scenery for which the upper St. Johns is somewhat celebrated.

As Palatka has considerable of a back country to sustain it, its stores are well supported, and there is no active trade in certain products. The population is about 1,500. There are several evangelical churches, and public school; also a newspaper, the Herald, edited by a gentleman named Pratt. He has acquired considerable fame in the state on account of his big stories about alligators, one of his latest being about a boy who went up a tall tree to escape from an alligator and the saurian climbed up after him, but the item omitted to state how the affair terminated. Pratt has thus left his readers in a miserable state of suspense, for

which I think they might punish him sufficiently by stopping their papers. His contemporaries call him Alligator Pratt - sometimes Gulliver Pratt. A Jacksonville paper tells us that, recently, "Alligator Pratt appeared at the Centennial tea-party, in his favorite character. Arrayed in the skin of a fourteen feet saurian, with expanding jaws and gleaming tusks, the scaly monster at first excited considerable trepidation. From the long acquaintance and thorough familiarity of Brother Pratt with the habits of the reptile, his movements were exceedingly natural and life-like. He handled his lengthy train (the serrated tail) with considerable dexterity, and didn't capsize more than fifteen couples during the whole evening." Such is Pratt in his festive hours . . .

Palatka is said to be an admirable location for invalids, and I think the claims are well founded. The fogs are very light, the air seems softer and dryer than at points on the lower St. Johns; but it is the sad experience of some visitors (if they tell the truth) that the place has more mosquitoes to the square yard than even Jacksonville. There are so many tourists coming and going every day, that it gives the place a lively appearance. There are frequently three to six steamers at the landing at one time. Oranges are cheap and plentiful - 30 cents a dozen at retail; fine strawberries were beginning to come in, and sold at high prices; all other fruits scarce, but a plenty of green peas, beans, lettuce, spinach, etc. Sweet orange trees are quite numerous all through the town, and several groves have been planted about the place. Across the river, on the eastern bank, is the famous bearing grove of 700 trees, owned by Col. H. L. Hart. Some of the the trees are forty years old. Every tree has more or less oranges upon it, and probably only half of this season's crop has been gathered and shipped. He has several men and boys engaged in gathering, packing and shipping the fruit . . . I am informed that Col. Hart's income from his grove is from \$5,000 to \$8,000 annually. There is one tree in this grove that is interesting to visitors; on its four branches, respectively, are oranges, lemons, citron and grape fruit.

Visitors to Palatka will find something of interest at Heiss' curiosity shop. He

has a tank containing a large number of living alligators, ranging in size from the infant specimen to one eight feet long. He also shows tame coons, live otters, squirrels and several species of birds. His museum of stuffed specimens is quite extensive. Here is the "Centennial Alligator," fifteen feet long, and monster rattlesnakes and moccasins.

Palatka being the head of navigation for large sea-going steamboats, promises to become in time a flourishing and populous place, though it may never be a formidable rival to Jacksonville.

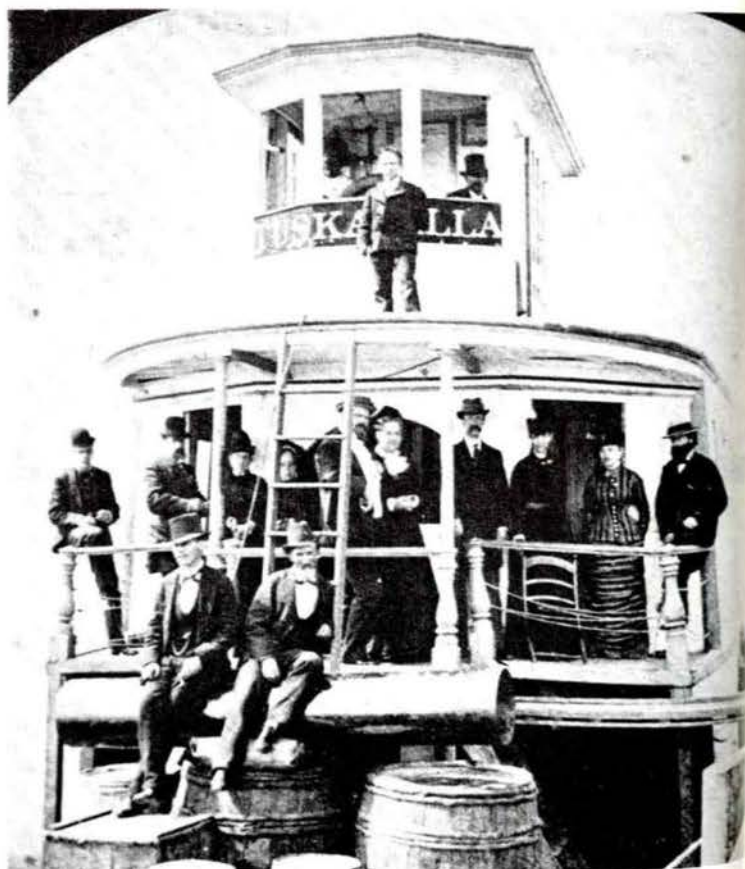
THE OCKLAWAHA

Having decided upon a trip up the Ocklawaha, we lost no time in securing passage by the best steamer of Hart's Line. There are four steamers making regular trips from Palatka to Silver Spring. These are the TUSKAWILLA, which carries the U. S. mail, the MARION, which has been in service some years, and the OSCEOLA and OKAHUMKEE. The last two are owned by Col. Hart, proprietor of the orange grove already mentioned. The OSCEOLA is the best for passenger service, and by this boat we made our trip. Each boat is a small stern-wheeler, about 60 feet in length and twenty-one feet wide, of light draft, and of course the cabin accommodations were not very extensive, but are comfortable. There are twelve staterooms, clean and airy; and twenty-four cabin passengers may be accommodated. I will add that the table is supplied with the best the market affords, and no one could find any fault with the style in which the food was served.

Leaving Palatka at 10 a.m., with a party of twenty tourists, after being photographed at the landing by a Palatka artist, we sailed up the St. Johns twenty-five miles, where we entered the Ocklawaha opposite the growing town of Welaka. From this point to Silver Spring the distance is 110 miles. As we leave Palatka the St. Johns suddenly becomes narrower, and so continues until it expands into Lake George above Welaka. We notice many recent improvements along the river on either side; and as this section is within the orange belt, more groves are being planted than below Palatka. At San Mateo, five miles above, a gentleman from St.

Lawrence County, N. Y., is laying the foundation of a fortune. He has 1,400 trees, some of them already in bearing, and is adding largely to his crop the present season. Of course he has ample capital and energy, or he would not be able to accomplish so much in a location which four years ago was covered by a heavy forest. There are fine bearing groves at several places on the river, and the growers are very hopeful about their prospects. Before reaching Welaka we were favored with some picturesque views of river scenery; but the shores of this great water-course of Florida are really wanting in what forms the beauty of some of our northern rivers - hills, mountains, well cultivated lands and other evidences of industrial prosperity. When the banks of the St. Johns are covered with orange groves, as many confidently predict that they will be within twenty years, then of course their attractiveness will be greatly enhanced.

Below - Ocklawaha River steamer TUSKAWILLA, which featured a polygonal pilothouse and a leaded-glass curved window. Next page - Colonel Hubbard L. Hart's long-lived OKAHUMKEE.





For a general description of the Ocklawaha, it is necessary to state that it is so named for one of the clans of Seminoles who once flourished on its banks; it enters the St. Johns by a scarcely noticeable opening; it flows more than 300 miles, mainly through an unbroken forest of cypress and palmettos; its width varies from 23 to 75 feet, and its depth from 20 to 60 feet. The course of this river is as twisted as the strands of a rope, and has turns so short as barely to allow the passage of a boat, and frequently compelling the use of long poles to prevent the boat from running on shore. When two boats chance to meet in one of these turns one must hug close to shore to give passage to the other. The trees which line the water's edge are frequently of very large size, and their branches interlace and arch the channel; sometimes a tree will fall across the river, obstructing navigation for several hours until its removal is effected by cutting away the trunk and branches. But as we proceed on our trip I will give a more particular description of this remarkable river.

As we entered the Ocklawaha, dinner was announced, and was a much better meal than many would expect to find on so small a craft. After dinner we took an elevated position on the bow and viewed the passing scenery, keeping an eye out for alligators or snakes, with which we were told the river abounded. But the weather being somewhat cloudy and cool during the whole trip, the alligators did not appear. We heard them frequently "barking" in their retreats in the little creeks and bayous; and on the return trip we saw the scaly back of a living 'gator and one dead specimen, and this was all. The Captain, named Dunham (David Dunham), whom we found a most affable and courteous gentleman, informed me that he rarely saw more than two dozen alligators on any one trip, even in the most favorable weather; so that the big stories about hundreds of alligators sunning themselves on logs are all moonshine. It is said that the reptiles have been driven to a more secluded existence by the frequent assaults of "sportsmen" upon them, and that when they hear a steamer coming they have sense enough to drop out of sight. I was told that alligators are less plentiful on the upper St. Johns this season than last - at least they show themselves less numerously. The water moccasin is the only snake found to any extent on the Ocklawaha. We saw none, but heard of specimens being killed that measured five feet in length and were bulky in proportion. They manifest little fear of man, and seem too indolent or stupid to resist any attack upon them. Of the sixty species of birds to be found in Florida, it is said that nearly all may be seen on the Ocklawaha, yet we were disappointed in this respect. There were a multitude of richly feathered cranes, screeching limpkins, water turkeys or snake birds, black buzzards, red and blue birds, and two or three other kinds. Turtles were very plentiful, and occasionally we saw an overgrown frog. These were the only notable signs of animal life for the greater portion of the trip.

The banks of the river are low, for the most part level with the water. The land is nearly all hammock and swamp. There are not more than half a dozen clearings (which are all on the higher land) in the whole distance of 110 miles. The natives call these high lands "bluffs," but with



An undeveloped Silver Springs of the late 1870s. Landing for Ocklawaha River steamboats and assembly area for boating parties viewing the Springs' splendors.

one exception none had an elevation of more than forty feet - the most only ten or twenty. The exception noted is an elevated plateau about a mile in extent, which is 150 feet high, and might be called a hill. There are a good many sweet and sour orange trees in the old clearance, flourishing with but little care. There are people living at all of these places, mostly poor whites or "crackers"; there are few negroes to be seen here, as they prefer a more social state of existence. That the most of these "crackers" live poorly is well evidenced by their squalid appearance, though they must have plenty of fish and game if not too lazy to procure them. That they are not destitute of one of the so-called luxuries of life appears from the fact that we saw at one of the landings a barrel labeled "whiskey." The first place where the steamer stopped to "wood up" is called Poor Man's Landing; and the poor man himself came down, looking the picture of abject poverty; his appearance denoted long experience with malarial poison, and innumerable conflicts with mosquitoes that had robbed him of nearly every drop of blood. He was a fair example of the white people who occupy the abandoned plantations on the Ocklawaha, but I except the new settlers who are trying to make a living here, but I fear, will make a failure of it . . .

As we proceeded we found that our way lay through a great cypress swamp, many of the trees being a gigantic size. There were a few water oaks, and here and there a large group to a height of sixty feet and straight as an arrow. There was also a dense growth of trumpet creepers and convolvulus; air-plants flecked the aged trunks of the cypress; aquatic plants bordered each shore; and silvery moss and other parasites draped the tall trees in fantastic shapes - the whole presenting a scene of novel interest. Here and there the river is so narrow that the smaller branches of trees rake the sides of the boat, and force persons on deck to change their positions rather suddenly. Now and then we reach a narrow bend in the river, having an angle as sharp as the letter V, when the boat bumps against a cypress log on one shore and then fetches up suddenly against the opposite bank, giving the passengers a momentary shock. As night

falls upon the scene, the dense forest assumes an intense blackness; but soon the iron brazier on the pilot house is filled with fat pine knots and lighted, a negro boy constantly keeping it replenished, and then the river is partially illuminated for some distance ahead, enabling the pilot to safely navigate the tortuous stream, and giving to the forest on either side a strange, weird appearance making a wild but fascinating picture. As we pass along, the numerous cranes and limpkins which had sought repose in the overhanging branches flew away with screams of affright; while others seemed too much surprised by the unexpected invasion of their solitude to know what to do, and sat motionless until we passed out of view.

After watching this scene of primitive wildness and its wonderful effects until a late hour, we retired to rest. About midnight we were awakened by the soft notes of a guitar with song accompaniment, rendered in a well-modulated voice, befitting the stillness of the night. It was the colored steward of the steamer, a man possessing some skill and taste in music, who has improvised this serenade. His performance, though excellent of its kind, was not acceptable to many of the sleepy passengers. It was subsequently explained that his object was to warn us of the approach to the "gateway of the Ocklawaha," which some of our party desired to see by torchlight, and of which I shall speak hereafter. The remainder of the night passed without incident.

In the morning we reached the Silver Spring creek, or "Run," as it is called by the natives, 102 miles from the mouth of the river. Here we left the Ocklawaha, and proceeded a distance of eight miles up the "run" to the famous spring. The "run" afforded a remarkable contrast to the stream we had left, for the waters of the Ocklawaha are uniformly dark and turbid. The "run" is a hundred yards wide and from 15 to 25 feet deep; and so clear is the water that the bottom is distinctly visible everywhere. Thus we could see the fish both great and small, hundreds of turtles, and a great variety of marine plants as plainly as if they were at the surface. The trees and plants at the water's edge are reflected with the most minute fidelity. The bottom of the Run seemed to be composed of limestone and

pebbles, reflecting colors like silver and emerald. Finally, we reached the spring, an almost circular basin 123 feet wide. Here we made a landing and a stay of three hours. We found two other steamers, making ready for the return trip. Silver Spring cannot be called a large place; there is a small hotel, two stores, and half a dozen dwellings. It is five miles from here to Ocala, the county seat of Marion county, with which there is stage communication. Two of our party left us to try the overland route. But as to the famous spring itself. The guide books tell us that it has a depth of seventy feet. This is a mis-statement; every portion of the basin has been sounded by reliable parties, and the greatest depth was forty feet. The water is marvelously transparent, so that the minutest object on the bottom can be easily distinguished. The effect of refraction makes the pebbles, shells and stone at the bottom look like silver, emeralds and opals, and gives the objects the most brilliant tints. There are several springs in different parts of the basin, the water flowing in from subterranean reservoir. At the spring, where the greatest quantity of water flows, the upward current is still strong enough to carry a large stone a distance of twenty-five feet before it touches bottom. A somewhat startling feature is presented when we pass over the transparent water in a small boat, in the sunlight. Then it seems as if you were suspended in mid air, the boat and its occupants being reflected in the depths of the basin, and producing a miraculous appearance. This spring is said to have been discovered by Ponce de Leon, who imagined that he had found the "fountain of youth" he had so zealously been seeking. We saw many large fish in the basin, and were told they were trout, but they looked more like our northern black bass.

After inspecting the native and numerous dogs of the place we were prepared to leave. At 10 a.m., our boat got under way for the return trip to Palatka, which is made in four or five hours quicker time than the ascending voyage. On reaching the Ocklawaha again we saw some lighters or flat-boats, tied at shore, which had descended from the river above the Run. The steamers do not attempt to navigate the river beyond this point; formerly they

went up as far as a landing called Okeehumkee, near which there are lakes of considerable extent, yet the passage was so slow, the river beset with numerous obstructions, that this portion of the route was finally abandoned. . .

On our way down the Ocklawaha, we passed over that portion of the river by daylight that we had passed in the night going up. Just before dinner we halted at a landing where there was a small grove of the cabbage palmetto. This curious tree grows in clusters, and when it attains full maturity maturity is almost worthless, except for piles in dock building as it resists the attacks of the borers in salt water; yet I remember reading that some genius had discovered that the inner pulp could be used in making paper. Our captain ordered one to be cut and brought on board. On removing several layers of outer bark, and several layers of inner bark, the pulp is reached which is very white and tender. It tastes like a raw chestnut. We had some prepared for dinner, and with the addition of vinegar, pepper and salt it made a very good substitute for cold cabbage, though I still prefer the latter. The best way to serve it is to boil it like parsnip and season with butter, salt and pepper. It is then more savory and palatable.

Late in the afternoon we passed the gate-way. This is the narrowest point anywhere on the river; there are two great trees on one side and a still larger tree on the side directly opposite - these are the "gate-posts." A vessel more than 21 feet, 6 inches wide would stick fast in this gate-way, but our boat has a margin of six inches to spare. Further along we saw a natural curiosity in the shape of two large trees, twenty feet apart at their base, with a gradual inclination toward each other, until at the height of sixty feet their trunks had grown together, and but one tree top was formed. Just at nightfall we arrived at Orange Creek, which is a few miles distance from Orange Lake, so famous for its wild orange groves. The passage from this point to Palatka was unmarked by particular incident. We reached Palatka at 4 o'clock in the morning, and this completed an experience not soon to be forgotten by our humble selves.

FERNANDINA, March, 1876

. . . Before leaving Palatka we learned of a shooting accident that had occurred on the Ocklawaha steamer TUSKAWILLA, the previous day. A lady, the wife of a prominent Cincinnati banker, was standing in her state-room. A gentleman was on the upper deck with a gun in hand, the muzzle pointed downward directly over the state-room; the gun was accidentally discharged, and the ball passed through the deck into the lady's shoulder, lodging near the spine. There was no surgeon on board, and none could be obtained for several hours, as the vessel was then on the Ocklawaha. On the arrival of the boat at Palatka, a surgeon was summoned, but the lady was able to proceed in another steamer to Jacksonville where more competent medical aid could be procured. The surgeon decided that the wound was not immediately dangerous, but that it would not be prudent to extract the ball. We were fortu-

Below - Resort hotel at Magnolia. Open air features, windows, spacious porches, four chimney fireplace heating system.

nate in having no guns or small arms in use on our boat. I understand that Col. Hart has wisely prohibited passengers on his steamers from carrying firearms to be used while on the boats.

The practice of shooting from steamers at alligators, birds, etc., is one that should be speedily abandoned. It is nothing more nor less than wanton destruction, for not one of the animals or birds killed or wounded can be secured while the boat is in motion. Besides, there are so many of the "gallant sportsmen" who are careless in the use of their firearms, that they are constantly endangering the lives and persons of their fellow passengers. Furthermore, the practice of shooting at every living creature in sight, along the popular routes of travel, has the effect to drive the game away from the rivers, thus making them less attractive to tourists. The Legislature of Florida should interfere as soon as may be to put a stop to such vandalism as is now so prevalent on its principal rivers. If anybody wishes to hunt game let them take a row boat or go ashore and tramp about on foot, where they will have every opportunity to





enjoy their pet amusement without prejudice to other people.

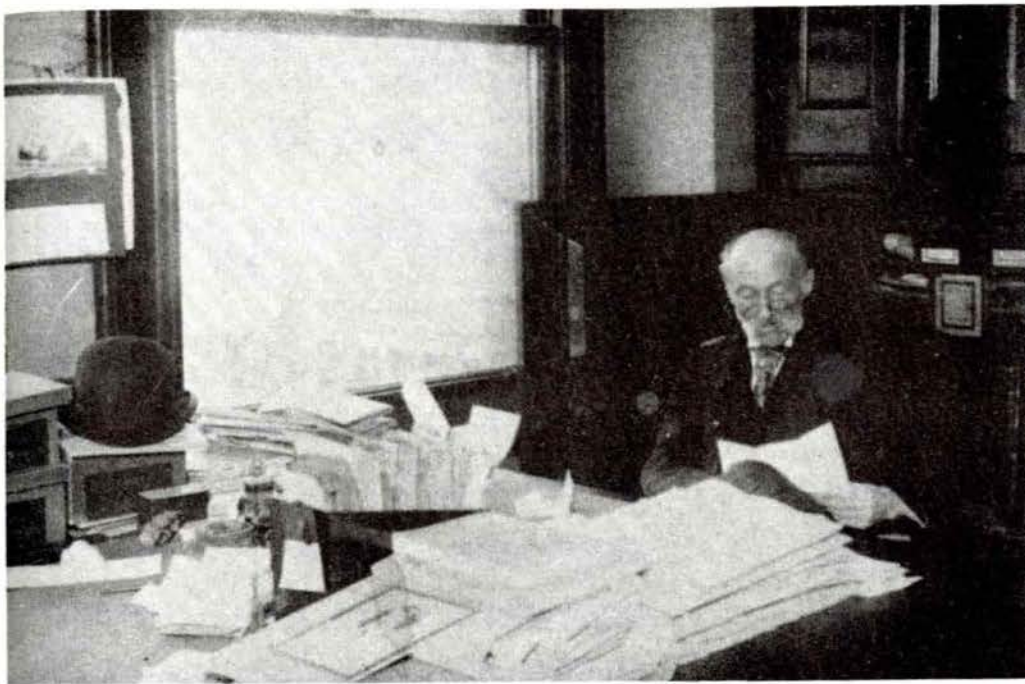
Our trip down the St. Johns was slow but sure; our small steamer made the 75 miles in about nine hours. The only landing we made was at Mandarin, the home of Mrs. Stowe. There are several good residences here, and three or four fine but small orange groves. It is an attractive place.

JACKSONVILLE

On arriving in the metropolis of Florida we went to the Windsor Hotel. We found the house and cottages connected therewith full of guests, with barely one or two vacant rooms. Though the boarding accommodations of Jacksonville are double what they were last season, Messrs. Scott and Moore have made their enterprise a great success, and have often been compelled to turn away new arrivals because they had no room for them at the time. Their regular boarders like it so well that they are content to stay; and the transient guests speak of the Windsor as the most home-like house in Jacksonville and are unsparing in their praises of its management. The

other hotels are doing well, with the exception of the "Grand National," which has suffered somewhat from lack of patronage. The boardinghouses are mostly well-filled; and though there may not be as many visitors as there were at the same period last year, the thronged streets indicate that the place is now very near the height of its social season. The standard amusements of the place are hops at the leading hotels, excursions on the river, street promenades and drives about town, and there is an endless round of these. However, life gets a little monotonous, even in the most agreeable resorts of Florida, where one has little to do except kill time, yet I think that with a well-arranged programme of sight seeing and plenty of social privileges, it will not become very burdensome. There are generally two classes of invalids and pleasure-seekers - the one will make the most of the opportunities offered and

Above - Fleming House, Hibernia, Clay Co. on The river, wooden winter resort hotel. Wood walk led to river landing pier.



Left - Mr. D. Webster Dixon contemplates his writings in his New England office.

obtain much real enjoyment and benefit from the temporary residence in Florida; the other will not accommodate themselves in circumstances, and thus are rendered miserable during the entire sojourn . . .

(We leave Mr. Dixon as he journeys elsewhere in Florida and provides his readers a lengthy description similar to those found in guide books of the day. We conclude with observations by Mr. Dixon about Florida's future.)

I have endeavored to furnish a concise statement regarding the several features of Florida, and to frankly set forth the disadvantages as well as advantages of the State. I think that the facts will demonstrate that the future of Florida is full of promise. It is not altogether the people who have land to sell, as some correspondents have asserted, who are most enthusiastic in their views regarding the future prospects of the State. There are thousands of intelligent and enterprising people who have taken up their abode here, invested their money in land and improvements, and who intend to spend the remainder of their lives here, whose faith in the continued growth and prosperity of their adopted State is most firm. I can hardly think they are too sanguine. All the most accessible portions of the State are having a healthy development; no other State is at present attracting so much interest; and, though its population is

now less than 200,000 (less than four persons to the square mile) and the assessed value of its taxable property is only \$31,000,000 there is every indication that these will double in the next decade.

As an illustration of what is being done in the way of settlement, we will instance a place called Hozier Springs, twelve miles west of Enterprise. A year ago, it contained four houses; today there are sixty-four houses and fifteen more in the process of building; the place already has a church, two school-houses, several saw-mills and stores, and a good public library. This is fully equal to Western progress.

I do not undertake to advise any one to settle in Florida; I only submit the facts in reference to the state to individual judgment. If I am satisfied to live here, it does not follow that others would be equally so. People's experience will be varied, and all eyes will not see alike. Thousands of northern people will here find health, wealth and happiness; thousands of others may find bitter disappointment or have their anticipations but partially realized. Therefore I wish to assume no direct responsibility in the matter but leave all to form their own conclusions.

D. Webster Dixon

LISTINGS OF LANDINGS

DISTANCES ON ST. JOHNS RIVER FROM JACKSONVILLE

This table is one published by the St. Johns River Fast Line and used on the ELIZA HANCOX and JOHN SYLVESTER.

<u>Landings</u>	<u>Miles</u>
Beaucler's Bluff	12
Orange Park	13
Mandarin	15
Fruit Cove	18
Hibernia	23
Remington Park	27
Magnolia	28
Green Cove Springs	30
Orange Dale	33
Florence	40
Picolata	44
Tocoi	49
Federal Point	60
Orange Mills	63
Oakvilla	65
PALATKA	75
San Mateo	78
Edgewater	87
Buffalo Bluff	90
Nashua	95

<u>Landings</u>	<u>Miles</u>
Welaka	100
Beecher	101
Norwalk	103
Mount Royal	105
Fruitland	106
Fort Gates	107
Pelham Park	111
Georgetown	112
Lake George	114
Seville	126
Volusia	134
Astor-St. Johns & L.E. R.R. . .	134
Manhattan	136
Hawkinsville	155
DeLand	160
Beresford	165
Blue Spring	170
Sanford	190
Enterprise	200

DISTANCES TO LANDINGS ON
ST. JOHNS RIVER

FROM JACKSONVILLE

This table is one published in the early 1880's by the DeBary-Baya Merchants Line.

<u>Landings</u>	<u>Miles</u>
Mulberry Grove,	12
Mandarin,	15
Hibernia,	23
Magnolia,	28
Green Cove Springs	30
Picolata,	44
Tocoi,	49
Federal Point,	58
Orange Mills,	63
Palatka,	75
San Mateo,	79
Edgewater,	80
Buffalo Bluff,	87
Nashua,	95
Welaka,	100
Beecher,	101
Norwalk,	103
Mount Royal,	105
Fruitland,	105
Fort Gates,	106
Pelham Park,	112
Georgetown,	113
Lake George,	115

<u>Landings</u>	<u>Miles</u>
Drayton Island,	116
Seville,	120
Spring Grove,	126
Volusia,	134
Astor-St. Johns & L.E.R.R., . .	134
Manhattan,	136
Bluffton,	140
Hawkinsville,	160
DeLand,	162
Beresford,	163
Cabbage Bluff,	165
Blue Spring,	168
Sanford,	193
Mellonville,	195
Enterprise,	198

DISTANCES ON ST. JOHNS RIVER
FROM JACKSONVILLE

This table is an 1886 one from the
Florida State Gazetter.

<u>Landings</u>	<u>Miles</u>
Black Point,	10
Beauclerc,	10
Mandarin,	15
Orange Park,	15
Fruit Cove,	19
Hibernia,	22
New Switzerland,	23
Remington Park,	25
Magnolia,	28
Green Cove Springs,	30
Orange Dale,	34
Hogarth's Landing,	38
Picolata,	45
Tocoi,	52
Federal Point,	60
Orange Mills,	64
Cook's Landing,	65
Danny's Wharf,	66
Whetstone,	68
Russell's Point,	69
Russell's Landing,	69
Palatka	75
Hart's Orange Grove,	75
Rolleston,	78

<u>Landings</u>	<u>Miles</u>
San Mateo,	80
Edgewater,	81
Buffalo Bluff,	88
Morton's Grove,	89
Horse Landing,	94
Satsuma,	96
Nashua	97
Welaka	100
Beecher Point,	101
Norwalk,	103
Mount Royal,	106
Fruitland,	107
Fort Gates,	107
Georgetown,	111
Racemo,	112
Lake George,	113
Drayton Island,	114
Salt Springs,	119
Benella,	120
Yellow Bluff,	121
Spring Grove,	122
Lakeview,	132
Volusia,	137
Astor,	137
Fort Butler	138
Manhattan,	139
Orange Bluff,	140
St. Francis,	155

<u>Landings</u>	<u>Miles</u>
Old Town,	156
Crow's Landing,	159
Hawkinsville,	160
Cabbage Bluff,	162
DeLand Landing,	162
Lamb's Bluff,	163
Lake Beresford,	166
Blue Spring,	172
Wekiva,	184
Manuel Landing,	185
Shell Bank,	194
Sanford,	198
Mellonville,	200
Enterprise	205

ROSTER OF CAPTAINS AND PILOTS ST. JOHNS RIVER AND VICINITY

1830 - 1880's AND A FEW BEYOND

The steamboat personages listed in most instances are masters or pilots. Some mates, pursers and some owners are included. Many had dual licenses, i.e., "master" and "pilot". Pilots were also listed as "first class" or "second

class" depending on experience and ability.

The persons listed are from enrollment data or from contemporary sources, usually newspapers. In a few instances, regrettably, first names were not found.

The term "captain" was applied to

both masters and pilots. Captains are usually listed as being in charge of the vessel.

The vessels listed are those in Florida waters as of the time of association. The date, of course, links the person and the vessel.

Steamboat Personage	Steamboat Name	Time of Association	Steamboat Personage	Steamboat Name	Time of Association
(Captain and/or pilot unless otherwise noted)	Name of vessel at time of association	Derived from contemporary sources, usually newspapers.	Bradford, George	J. T. LEWIS	1868
Adams, John	ALICE CLARK	1885	Brightman, J. M.	BORDER CITY	1878
Adkins, Simpson	GENERAL CLINCH GORDON CITY POINT (Harbor pilot in Charleston for many years)	1853, 1854 1859, 1860 1868 1860's	Brock, Charles H. (son of Jacob Brock)	HATTIE GEORGE M. BIRD DAVID CLARK FLORENCE ANITA FREDERICK DeBARY CITY OF JACKSONVILLE	1871-1874, 1877 1877 Late 1870's 1870's, 1880's 1882 1883, 1884 1884, 1885, 1904
Allen	CHARLES DOWNING	1841, 1842	Brock, Jacob	RELIANCE (also owner) DARLINGTON (also owner)	1857 1850's, 1860's, early 1870's
Allen, George	SILVER SPRING	1862		FLORENCE (also owner) R. L. MABEY (part owner) HATTIE (also owner) DAVID CLARK (also owner) Proprietor of the Brock Line R. L. REIMAN	1868-1870 1873 1860's, early 1870's 1877 1850's to mid-1870's 1876
Amazeen, John L.	DAVID CLARK (mate) ROSA JENNIE LANE GEORGE M. BIRD CHESAPEAKE (agent) FLORIDA CITY OF JACKSONVILLE stevedoring business	1877 1880, 1882, 1883 1883 1881 1884 1885 1890 1894	Brooks, Horace	SANTEE CINCINNATI GENERAL CLINCH	1837 1838 1840, 1841
Anderson, Robert	SARAH SPALDING	1845, 1846	Brooks, F.	GORDON	1857
Backus	D. H. MOUNT	1865	Brooks, William	CITY OF SANFORD	1882
Bailey	IVANHOE	1839	Broward, Napoleon B.	KATE SPENCER (part owner) THREE FRIENDS (part owner) Later Governor of Florida	1884, 1885 1890's, 1900's
Bailey	SARAH SPALDING	1846	Brown	WYOMING	1867
Barden or Borden	THOMAS SALMOND WILLIAM GASTON CINCINNATI CHARLESTON	1839 1841 1843 1842, 1843	Brown, C	Pilot at Pilot Town	
Barden, F.	GORDON	1858	Bryant, James W.	FAWN (owner)	1855
Barker, R. F.	HATTIE BARKER	1876	Budd	SOUTHERNER	1839
Barkman, F. J. W.	THOMAS G. HAIGHT	1856	Burden, F.	TOMOCHICHI	1836
Barnes	FANNY FERN	1868	Burns, Edward	CITY OF MONTICELLO (mate) ST. JOHNS (mate) ELIZA HANCOX (mate)	1884
Bates, Edward	GENERAL CLINCH	1856	Burns, L. W.	ELIZA HANCOX JAMES B. SCHUYLER	1870, 1871 1876, 1878
Baya, Hanaro T.	Owner of Baya's Line; part owner, DeBary-Baya Line; Steamboat agent; Banker, Merchant's National Bank, Jacksonville	1870's and 1880's 1880's Various times 1890's	Canova, Paul	SARAH SPALDING	1850's
			Carlisle	PIONEER	1874, 1876
Beach, George N.	CRESCENT CITY General Manager, Beach and Miller Line	1885 1894	Carlton, W. H.	CITY OF JACKSONVILLE	1925-1933
Beaufort	EMILE	1866	Cecil, George (Sr.)	President, DeBary-Baya Line	1886-1887
Bennett, Samuel	THOMAS COLLYER	1884	Cecil, George (Jr.)	Assistant Manager, DeBary-Baya Line	1886-1887
Bessent	SANTEE	1839	Chase, A.	JAMES ADAMS SOUTHERNER FORESTER ST. MATTHEWS OCAMULCEE	1837 1839 1842 1843, 1847 1847, 1848
Bigelow, A.	SPITFIRE	1876	Christopher, John G.	QUEEN OF ST. JOHNS (owner) General Manager, Merchants Steamship Co.	1886, 1887 1890's
Bigelow, Eugene	ISIS	1881, 1882		FORESTER	1841
Biggs, William H.	BELLE OF THE COAST	1885	Clark, George	FREDERICK DeBARY	1887-1891
Bill, D. L.	CITY POINT (purser)	1865	Clark, Charles H.		
Blake	U. S. GRANT	1869			
Blankenship, Pelez	WELAKA SEMINOLE	1851 1854			
Bonnelli, John	CHARLESTON (part owner)	1836			

Steamboat Personage	Steamboat Name	Time of Association	Steamboat Personage	Steamboat Name	Time of Association
Clark, John	FAWN (builder) ROBERT LEHR (agent) Brock Line (agent and part owner) Post Line (agent) FLORA (agent)	1855 1866 1860's, 1870's 1881 1881	David, Henderson	CITY OF SANFORD	1882
Clinch, General Duncan	President of Florida Peninsular Railroad and Steamboat Company. (Never a factor)	1840's	Deal, Benjamin A.	FOX GEORGE M. BIRD	1876, 1877 1876, 1877
Cole, Archibald H.	EVERGLADE (owner)	1860	Dearing, A.	ROCKAWAY	1876, 1877
Coleman, M. (Mike) V.	CITY OF JACKSONVILLE FREDERICK CITY OF JACKSONVILLE OSCEOLA	1906-1911 1913, 1914 1913-1925 1915	DeBary, Adolph (e)	H. T. BAYA (nominal captain) Vice-President of DeBary- Baya Line	1886-1888 1886-1887
Cone	DAYLIGHT	1876	DeBary, Frederick	Owner, DeBary Line, DeBary-Baya Merchants Line	1880's
Conklin, Sam	U. S. GRANT	1866	DeCottes, E. A.	FLORENCE (purser) H. B. PLANT (purser)	1873 1884
Cook	UNCLE SAM	1885	DeCottes, George A.	FLORA TEMPLE (owner) THREE FRIENDS (part owner)	1885 1896-1897
Corb, Peter	WELAKA (mail clerk)	1857	DeGrove, Henry D. (Sr.)	WATER LILY MANATEE ROSA PICOLATA MARY DRAPER MAY GARNER FOX MAGNOLIA KEYSTONE (Also, General Manager and President of Independent Line)	1880's Late 1880's 1880's 1884 1890's 1896 onward 1890's 1918-1922 1913-1920's 1912 onward
Cottrell	ROBERT LEHR	1866	DeGrove, Henry D. (II)	KEYSTONE MAGNOLIA MAY GARNER FLETCHER JACKSON MCNEIL UTILITY JEAN LAFITTE SIRIUS BUCCANEER BLACKBEARD	1913-1918 1918-1920's 1920's 1933-1940 1933-1940 1920's 1930, 1931 1950's 1950's 1960's-1972 1960's-1972
Courier, John	DAVID CLARK (engineer)	1875	Denny, E. W.	MARY DRAPER (owner) GEORGIE	1873 1873
Coxetter, Louis Mitchell	STEPHEN AND FRANCES (schooner) GENERAL TAYLOR (coast pilot) FLORIDA (part owner) CAROLINA (part owner) EVERGLADE (part owner) AUGUSTA JEFF DAVIS (privateer brig) HERALD (ANTONICA) (blockade runner) DICTATOR (part owner) CITY POINT STARLIGHT (owner)	1841, 1842 1843, 1844 1852-1856 1852-1856 1856-1860 1860 1861 1862, 1863 1866-1870's 1866-1870's early 1870's	Dent, James P.	CHARLES DOWNING FLORIDA	1839-1842 1840
Coxetter, Louis Mitchell (Jr.)	DICTATOR (purser) STARLIGHT (purser) STARLIGHT (part owner) HATTIE ROSA EVERGLADE	1870's 1872 1872-1878 1878 1882-1885 1880's, 1890's	Devall, James O.	DAYLIGHT (owner) DAYLIGHT	1873-1875 1873-1875
Craig	ISIS	1838	Dillon, J. E.	FORESTER	1836
Craig, William	GEORGE WASHINGTON	1832	Duke, E. G.	FLORA	1877
Crawford	FORESTER GAZELLE	1872 1877, 1878	Dunn, John	KATE SPENCER (engineer) THREE FRIENDS (engineer)	1885 1896-1899
Crawford, William A.	ROSA GEORGE R. KELSEY PASTIME H. T. BAYA SETH LOW	1880 1880's 1880's 1882, 1883 1882, 1884, 1885	Drake, M. H.	FORESTER	1838, 1839
Creaser, Thomas W.	ST. JOHNS GEORGE M. BIRD CITY OF PALATKA CITY OF MONTICELLO WELAKA	1879, 1881 1882, 1883 1886 1886-1889 1890's	Duquesren (sp.)	DICTATOR (purser)	1870's
Creve, J. M.	SANTEE GENERAL CLINCH	1848 1851	Edwards, A. N.	FLORA	1882, 1883
Crooker	COSMOPOLITAN HENRY BURDEN	1866 1868	Edwards, J.	ALICE CLARK (mate)	1885
Curry	GEORGE WASHINGTON	1829	Fairbrother, Guy L.	LOUISE FLETCHER MAGNOLIA	1889-1891
Curry, Henry	ISIS	1882	Falna, James	St. Johns River bar pilot	1884
Curry, William	JOHN STONEY JOHN DAVID MONGIN CINCINNATI WILLIAM GASTON THOMAS SALMOND GENERAL CLINCH	1836 1836 1837, 1839 1837 1839 1847-1851	Farrand, Lt. (Navy)	GENERAL TAYLOR	1844
			Fash	CAROLINA (purser)	1860
			Feeder, (Fedder?)	THOMAS SALMOND	1839
			Fisher, F.	INDIAN RIVER	1885

Steamboat Personage	Steamboat Name	Time of Association	Steamboat Personage	Steamboat Name	Time of Association
Gerald, James W.	SYLPH LIZZIE BAKER FANNY FERN HENRY BURDEN CITY POINT WATER LILY H. B. PLANT (superintendent of Henry B. Plant's operations and Peoples' Line offi- cial)	1866-1868 1868, 1869 1869 1870 1872, 1876 1876, 1877 1880-1886 1884 and thereafter	Halliday, S.	ZEPHYR	1856
Gerald, John	HATTIE BARKER GENERAL SEDGWICK DAVID CLARK CITY OF BRIDGETOWN	1874 1876 1876, 1877, 1880 1881-1884	Hallowes, W. A.	MARY DRAPER HATTIE (mate) WATER LILY GEORGE M. BIRD H. B. PLANT NICK KING STARLIGHT ELIZA HANCOX Kelsey Line (Secretary, Jacksonville and Mayport SS Company)	1874 1876 1879-1881 1882, 1883 1882 1870's 1870's 1880's 1880's 1884
Guthrie, Norman R., Jr.	PICOLATA CITY OF GEORGETOWN	1883, 1884 1885	Hallowes, L. Edward	DAVID CLARK KEYSTONE	1878-1881 1918
Hartwood, H.	CITY OF BRIDGETOWN	1878	Hammond, R.	CHESAPEAKE (purser)	1884
Hinn, T. (Flynn?)	CAROLINA KATE	1860 1866	Hart	ISIS JAMES ADAMS	1841 1842
Hoyd	JOHN STONEY	1836	Healy, Thomas	LIZZIE BAKER (engineer)	1874
Hoyd, Brevard	DUVAL		Henry	WILLIAM GASTON	1841, 1842
Hoyd, Charles E.	WATER LILY FREDERICK DeBARY	1883 1885, 1886	Hill, R. A.	FLORIDA	1834, 1835
Floyd, John	R. L. MABEY	1885, 1886	Hitchcock	CHARLES DOWNING	1841, 1842
Ford, P.	NICK KING	1869	Hoffman	LOYALIST	1865
Foster, Charles	CYGNUS	1883, 1884	Howard, John L.	LOLLIE BOY (purser)	
Fraser	AUGUSTA	1857	Houston	CHARLES DOWNING	1840
Frederick	THOMAS SALMOND ST. MATTHEWS	1839 1840	Howlett, Amos	KATE SPENCER (manager)	1886, 1887
Freeborn, James	MONMOUTH ST. JOHNS ST. MARYS	1850 1853, 1856 1857, 1858, 1860	Hubbard	FLORIDA CHARLESTON WILLIAM GASTON	1835-1837 1838 1848
Freeland, John	WILLIAM GASTON ISIS	1838 1839	Hulbert	WILLIAM GASTON	1848
Fulford, W. H.	GREENWICH ATHLETE PEERLESS	1884 1885 1885	Ives, E. R.	DAVID ADAMS	1853, 1854
Gallagher, James H.	HAMPTON (purser)	1879	Jones, W. T.	BARROSO	1860, 1861
Garner, Charles Edward	PORT ROYAL MANATEE (President and General Manager, Independent Line) (Secretary, Merchants Steamship Company of Florida)	1882, 1885 1886-1890 1891-1894 1894 onward	James, W. T.	DAVID CLARK	1876
Getty, Robert	GENERAL SEDGWICK	1876	Jarman	IVANHOE	1847
Gibson, W. T.	KATIE	1876	Johnson, Charles	DAVID CLARK (mate)	1875
Gilbert, Cephas	MAJOR WILLIAM BARNETT	1857	Johnson, John	St. Johns River bar pilot	1847, 1860's, 1870's
Gomez	WILLIAM GASTON	1841	Jones, W. H.	RICHMOND	1838
Gorham, James	MAJOR WILLIAM BARNETT (mate)	1859	Jones	CAROLINA (purser)	1860
Gray, Henry	META (Ocklawaha River predominantly)	1868	Jones	LOUISE (ferry)	1885
Green	DAISY	1875	Jones, Edmund W.	SILVER SPRINGS ERIE	1874-1876 1877, 1878
Greene, John	JOHN DAVID MONCIN (builder) AUGUSTA (builder)		Jones, William A.	EUPHEMIA SILVER SPRINGS WEKIWA LOUISE	1872, 1873, 1876, 1877 1874 1877, 1879 1883-1889
Griffin	WILLIAM GASTON	1841	Jones, William T.	CITY OF JACKSONVILLE FREDERICK DeBARY	1911-1913 1913, 1914
Hall, Isaac E.	DAYLIGHT MAGNOLIA H. B. PLANT	1876 onward 1882-1885 1884-1890	Keller, Thomas	FANNY FERN (engineer)	1873
			Kemp, David	KATE SPENCER (owner)	1884
			Kemery (Kimmy?)	St. Johns River bar pilot	1836
			Kenyon, E. Martin	GEORGEA	1885
			King, A.	CHARLESTON FORESTER WILLIAM GASTON	1836 1836 1838

<u>Steamboat Personage</u>	<u>Steamboat Name</u>	<u>Time of Association</u>	<u>Steamboat Personage</u>	<u>Steamboat Name</u>	<u>Time of Association</u>
King, Nicholas (Nick)	ST. MATTHEWS WELAKA ST. JOHNS LIZZIE BAKER NICK KING ST. MARYS FLORENCE HAMPTON DAVID CLARK	1847, 1848, 1850 1854, 1855, 1867 1857, 1858, 1860 1865-1868 1868-1870's 1868 1874 1876 1877, 1878	McCallum, J. E.	GEORGE M. BIRD HATTIE BARKER	1874 1877
King, William	Pilot	1870	McCormick, H. L. P.	WILLIAM SEABROOK	1860, 1861
Know	GEORGE WASHINGTON	1836	McIntyre, H. L.	GEORGE M. BIRD (engineer)	1874
Lamar, M. C.	U. S. GRANT	1866	McIntyre, W. D.	MOUNT PLEASANT	1853-1855
Lamee, F. W.	SYLVAN GLEN St. Johns River bar pilot, also	1885	McIntyre, W. H.	FLORA (owner) CAPTAIN MILLER	1884 1885
LaRose, Peter	LIZZIE BAKER	1864, 1865, 1868-1870, 1873-1876	McKee, Joseph	CORSICAN (yacht) CITY OF MONTICELLO YEMASSEE	before 1884 1884 1894
Lattimore, James	St. Johns River bar pilot	1847	McMillan, G. E.	FREDERICK DeBARY CITY OF JACKSONVILLE	1895, 1896 1897, 1898
Latimer, R. H.	St. Johns River bar pilot	1884	McNamara, John S.	CITY POINT	1869, 1872
Lee, William G.	ISIS (mate) FANNIE DUGAN WELAKA FREDERICK DeBARY	1882 1884, 1885 1885 1886, 1887	McNelly, J.	GENERAL U. S. GRANT	1866
Lightburn, H.	DeROSSET	1840-1842	McNelly, P.	OCAMULGEE ST. MATTHEWS WELAKA	1847, 1848 1848 1857
Livingstone, Archy	EVERGLADE (purser)	1858-1860	McNelly, William T.	ST. MATTHEWS OCAMULGEE MAGNOLIA	1843, 1845, 1846 1846, 1848-1850 1851, 1852
Lockwood, Thomas J.	CAROLINA GORDON KATE	1860, 1861 1861 1865, 1866	McNelly, Edward W.	ST. JOHNS WELAKA WILLIAM SEABROOK CITY POINT DICTATOR SAPPHO	1856 1857 1857, 1858 1868 1869 1876, 1877
Love	CHARLESTON	1839	McNelly, George	PORT ROYAL	1882
Lovelace, John A.	MANATEE	1886	Mendell	Various St. Johns vessels	
Luce	ST. MATTHEWS	1847	Mendell, W. C.	RICHMOND	1841, 1842
Lund, Thomas Walker (Sr.)	LITTLE ADDIE VOLUSIA PIONEER DAYLIGHT (owner) DAYLIGHT ARROW FOX (owner) ARROW (owner)	1869 1872 onward 1875 1873 onward 1875, 1876 1880-1886 1876, 1884-1888 1883-1886	Mercier, George J.	WILLIAM GASTON	1846, 1847
Lund, Thomas Walker (Jr.)	VOLUSIA MAGNOLIA H. T. BAYA CITY OF JACKSONVILLE FREDERICK DeBARY OSCEOLA	1877-1882 1885, 1886 1886 1889, 1898, 1903, 1904, 1913, 1915 1894, 1898, 1913 1926-1931, 1933	Mercier	GEORGE M. BIRD JENNIE LANE	1881, 1882 1883-1886
Mace, Henry	QUEEN OF ST. JOHNS (mate)	1884	Miller, John W.	WAUNITA	1885
Maddy, E. F.	CHESAPEAKE (part owner)	1884-1886	Mills	GEORGEA Manager of Beach and Miller Line	1895 1894
Maddy, W. L.	CHESAPEAKE	1885	Moore, Henry	CAMDEN	1837
Mansfield, George	PEE DEE HATTIE STARLIGHT	1868, 1869 1870	Morgan, J. H.	CITY POINT DICTATOR CITY OF MONTICELLO	1884
Manucy, John E.	MARY DRAPER	1876-1878	Moslin Samuel G.	CITY OF MONTICELLO (purser) JOHN SYLVESTER (purser)	1884 1883, 1884
Marten, (Morton?) Frank	QUEEN OF ST. JOHNS	1884-1886	Mullins	DAVID L. ADAMS	1854, 1855
Mathereson, John S.	FOX WELAKA	1884	Munson, Charles B.	U. S. GRANT	1868
Mason, Charles	St. Johns River bar pilot	1868	Murray	CITY OF JACKSONVILLE	1905, 1906
Mayo, Isaac, Cdr. (Navy)	POINSETT	1839, 1840	Murray	HANCOCK	1850
Mazzy	SEMINOLE (purser)	1856	Myers, John B.	JAMES A. STEVENS	1869
			Nock, John	PICOLATA	1883
			Ohlsen, H.	FLORIDA	1837, 1839, 1840
			Pacetti (y)	EVERGLADE	1890's
			Parsons, Joseph B.	O. F. POTTER	1866
			Payne, Thomas R.	ROSA JAMES A. STEVENS ATHLETE	1879, 1880 1880-1883 1885
				JAMES A. STEVENS SILVER SPRINGS BIG SUNFLOWER	1868 1872 1882, 1883

Steamboat Personage	Steamboat Name	Time of Association	Steamboat Personage	Steamboat Name	Time of Association
Payne, Thomas R.	DICTATOR GOVERNOR WORTH KATE SPENCER CITY OF NASSAU	1883 1884, 1885 1885 1885	Rudolph	DOLPHIN	1836
Pearson, John	ISIS COL. WILLIAM S. HARNEY	1839 1841-1843	Sarna, W. W.	ALICE CLARK (purser)	1885
Peck, Fenn	ESSAYONS CHEROKEE GENERAL TAYLOR WILLIAM GASTON JASPER WILLIAM SEABROOK CECILE (also part owner)	1836 1836 1843 1846 1850 1851-1857 1857, 1859, 1860	Sassard	ETIWAN	1836
Pennoyer	DOLPHIN	1836	Saygrover, Thomas J.	WELAKA (engineer)	1857
Peters, Christian	GEORGE M. BIRD	1884, 1885	Scott	CITY POINT	1879
Philbrick, S.	DUNCAN McRAE	1837	Seton	CAROLINA (purser)	1859, 1860
Philips, J. O.	H. T. BAYA	1885, 1886	Shaw, Thomas E.	WILLIAM GASTON FLORIDA SEMINOLE MAJOR WILLIAM BARNETT	1854 1855 1855, 1856 1858, 1859
Phillips	AUGUSTA	1860	Shaw	STARLIGHT CHARLESTON	1868 1869
Pitcher	CHARLES DOWNING	1842	Shaw, William A.	LOLLIE BOY GEORGE M. BIRD FREDERICK DeBARY	1874, 1875 1879, 1880 1882, 1884, 1891-1894
Poinsett, Josiah	SANTEE WILLIAM GASTON	1837-1840 1839-1840	Shourds, John	CITY OF JACKSONVILLE	1883, 1885, 1898
Pond	FANNY FERN	1868, 1869	Slattey, M. J.	GODFREY KEEBLER	1872
Post, C. V. H.	ELIZA HANCOX Post Line officer	1893-1896 1895, 1896	Small, Robert	JENNIE LANE UNCLE SAM	1885 1885
Post, Henry	ELIZA HANCOX	1881, 1890, 1891, 1895, 1896	Smith	PLANTER	1866
Post, John	ELIZA HANCOX JOHN SYLVESTER ELIZA HANCOX (manager)	1863-1869 1871-1876, 1879-1887, 1891, 1892 1881	Smith, D. A. K.	LITTLE ADDIE GRIFFIN	1868 1869
Postell, W. R.	DAVID L. ADAMS SEMINOLE	1849-1853 1855	Smith, J.	WELAKA EVERGLADE (purser)	1884 1884
Pryor, George	FARMER KENNEDY CITY OF JACKSONVILLE OSCEOLA	1894 1923, 1925, 1926 1921-1923	Smith, Joseph H.	CINCINNATI	1838, 1839, 1841-1843
Pugh, J. W.	POCOSIN	1868	Smith, L.	DARLINGTON CARRIE (yacht) (owner) FLORENCE CARRIE DAVID CLARK ROSA FLORA (owner) WAUNITA	1870 1871 1871, 1872 1876, 1877, 1879 1878 1880, 1881 1881 1885-1891
Ramner	TAMIENTI	1866	Sollee	DAVID L. ADAMS	1853, 1854
Relyea, J. C. (or C. J.)	GENERAL CLINCH	1858, 1859	Somers, S. B.	HATTIE	1869, 1870
Rhoads, John F.	FLORA CITY OF SANFORD FANNIE DUGAN	1878, 1879 1880, 1881 1882-1884	Southwick, Lyman	COMET	1885
Rice, A. L.	LOUISE AND FANNY OKLAHAMA OKAHUMKEE (OKEEHUMKEE)	1868 1874 1874, 1879, 1880	Somerville, William N.	CHARLES DOWNING	1842
Richardson, John	LIZZIE BAKER FLORENCE	1872-1874 1876, 1877	Somerville, William N.	ISIS	1882
Roath, E. D.	THORN	1839	Speer, Dr. Algernon S.	SARAH SPALDING HANCOCK (part owner)	1853 1853
Roberts, William H.	CITY OF SANFORD MAGNET	1881, 1882	Springer, S. S.	U. S. GRANT Also served on DAR- LINGTON, SYLPH, TAMIENTI AND HENRY BURDEN	1868, 1869
Rocher, Herman	NAUTILUS		Stark	HAMPTON	1876, 1877
Rocher, Louis	JACKSON		Starrett, Lt. J. S. (Navy)	POINSETT	1839
Rogers	SEMINOLE (purser)		Stewart, Richard H. (Stuart)	CAROLINA MOUNT PLEASANT SEMINOLE FLORIDA EVERGLADE (mate) LOLLIE BOY DARLINGTON DAVID CLARK GEORGE M. BIRD FANNIE DUGAN	1850's 1853 1855 1855 1856-1858 1873 1874 1875, 1876 1876, 1877 1884
Ross (Rose?)	GENERAL SHEPLEY	1866	Strobhar, J. B.	GEORGE M. BIRD	1884
Rossignol	THORN MEYERS	circa 1851 1854	Surtis, Thomas	CAROLINA	1856-1858
Roux, L. F.	EVERGLADE (purser)	1856, 1858			

<u>Steamboat Personage</u>	<u>Steamboat Name</u>	<u>Time of Association</u>
Swiler	CIRAFFE	1838
Talbot, E. C.	CITY POINT	1865
Taylor, Charles D.	ENTERPRIZE GODFREY KEEBLER FORESTER PORT ROYAL PICOLATA	1873 1879 1879 1882-1885 1884
Taylor, Joseph	FLORENCE (purser)	1875
Trathen, James	POINSETT	1838
Trott	FANNY FERN	1873
Tucker, James	COLONEL COTTRELL EVERGLADE ST. MARYS SYLVAN SHORE ARGO (west coast) GEORGE (Also, Harbor Master and Commissioner, Port of Fernandina)	1859 1859, 1860 1863, 1864 1866-1869 1869-1870 1871-1874
Usina, Mike	LIZZIE BAKER GEORGE T. OLYPHANT FLORIDA ST. NICHOLAS	1868 1876 1881, 1882 1886, 1887
Vogel, Leo	DICTATOR ST. JOHNS FREDERICK DeBARY H. T. BAYA CITY OF PALATKA	1873-1876 1878-1883 1882, late 1880's, 1890's 1883-1885 1883-1886
Wambersie, E. D.	FORESTER SOUTHEKNER	1839 1841
Ward	ST. MARYS	1865
Ward, F. H.	ROSA	1878
Ward, Jesse	Pilot	1873
Watson, William B.	Commodore and manager of the DeBary Line and the DeBary-Baya Line. Manager, Tourists and Shippers Fast Line	late 1870's to 1884 1884, 1885
Wesley	HATTIE BARKER	1876
White, J.	DAVID CLARK	1878
White, M. C.	CITY OF PALATKA	1886, 1887
White, Thomas H.	LIZZIE BAKER DARLINGTON	1870-1873 1872-1873
Wightman, Tim	St. Johns bar pilot	1836
Willey, Charles	MUTUAL SAFETY (in- volved in salvage) CAROLINA FLORIDA MOUNT PLEASANT (also part owner) WILLIAM GASTON (also owner) REBECCA (sailing ship) DICTATOR GEORGE (salvage) CHARLESTON	1846 1853 1852, 1853 1854, 1855 1855, 1856 1862 1868, 1878 1873 1873
Williams, C. Clay	H. B. PLANT	1880, 1881
Willy, George	FANNY FERN	1873
Wilson, J.	WELAKA (mate)	1857
Wiltburger	GEORGE WASHINGTON	1834
Wood, M. N.	BELLE OF THE COAST	1885-1887
Wray, W. D.	TUGALO FORESTER	1836 1840, 1841

Listing of Vessels and Rosters

EXPLANATION OF LISTINGS

These listings or rosters describe steam vessels that were associated in some way with the St. Johns river, particularly with Jacksonville. The listings are divided into categories such as type of services, time span and types of vessels. These groupings are for the purpose of separating the vessels listed therein into more distinctive classes and into smaller groups having some type of commonality.

The data given are derived from sources such as official enrollment documents now housed in the National Archives, summaries of such enrollment documents, Lists of Merchant Vessels of the United States (Annual Reports), the Lytle-Holdcamper List of Merchant Steam Vessels of the United States, 1807-1868, contemporary newspapers and occasionally other publications. It should be noted that government data is subject to mistake and often needs interpretation, and some of it was erroneous to begin with.

Explanation of the column headings is as follows:

NAME - Name as used in the Florida trade. Other names used before or after, if known, are usually given. The letter "a" indicates the original name, "b" the second name and so forth. Vessels are capitalized per Steamboat Bill style for emphasis and so that they will stand out in the rosters.

OFFICIAL NUMBER - Each vessel except early ones had a unique number assigned to that vessel and that vessel only-a number that did not change when the name did. The number followed the vessel through its life despite name changes and was retired when the vessel was no longer in being.

RIG - Type of propulsion, i. e., screw (propeller), sternwheel or sidewheel. In some cases, the term "paddlewheel" is used for early vessels, and there is often considerable doubt as to whether the propulsion was sternwheel or side-

wheel. Some vessels are listed as being steam yachts and are usually screw type vessels.

TONNAGE - Described in terms of gross tonnage (overall maximum tonnage) and net tonnage meaning capacity without superstructure. Tonnage was a measurement subject to official definition and changed from time to time. It also changed as a vessel was rebuilt. Changes in dimensions changed tonnage, of course. Fractions of tons have been eliminated. Gross tonnage is about 100 cubic feet per ton.

DIMENSIONS - It is and was customary to describe vessels by three dimensions. The length, referring to distance between perpendiculars for the hull, therefore the actual overall length would be more. The width was the widest part of the hull, but the dimension did not include the overhanging areas of the boat, especially common in sidewheel steamboats in the paddle housings or guards area. The depth is for the depth of hold from bottom of deck beam to top of keel and is not the overall depth of the vessel or its draft in water.

YEAR BUILT - This entry is for the year when the vessel was completed, when the vessel was first enrolled or documented and when construction was finished. Many vessels, of course, were built over several years, only the year of completion governs.

PLACE BUILT - Name as given on enrolling documents. Certain places have been incorporated into larger areas, and thus, the original area name has "disappeared". No deliberate attempt has been made to use place names other than those given in the documents or to "update" to currently used names.

FIRST HOME PORT OR ENROLLMENT PER CITED DATE - As given in the enrollment documents or in reference sources. It usually was the nearest port to residence or place of business of the owners and was where the vessel was officially registered. Where possible (and known),

the first home port is given. Where not know, a listing is cited for a known home port as of the year given.

DISPOSITION - The ultimate end of the vessel, if known. "L" means lost, the means of loss are given if known. "A" means abandoned, taken out of service, scrapped, removed from documentation, etc. "C" means passed to Confederate control at the time of the Civil War. "F" (Foreign) indicates the vessel was sold outside the United States to foreigners and consequently, registered elsewhere.

Unless otherwise noted, all listed vessels were built of wood. Most iron and steel vessels had wooden decks and upper works. The metal was in the hull. The listings are bound to contain many omissions, oversights, etc. However, a majority of vessels employed in the various trades is certainly included.

LISTING OF STEAMBOATS FROM CHARLESTON AND SAVANNAH TO EAST FLORIDA

AND ST. JOHNS RIVER CRAFT - 1829 TO 1861

Name	Official Number	Rig	Tonnage		Dimensions			Year Built	Place Built	First Home Port	Disposition
			Gross	Net	Length	Width	Depth				
AUGUSTA		Sidewheel (Possibly rebuilt in 1858, New York)	218 252		151 173	19 19	7.6 7.6	1838	New York, NY	New York, NY	Stranded 9/63, Hell Gate, NY, no lives lost
BARROSO		Sidewheel (Built by Hart and Hallock)	124		104.6	19	6.8	1852	Astoria, NY	New York, NY	C 61, Sunk 4/10/63 as Confederate
CALHOUN (<u>b</u> CSS CALHOUN, <u>c</u> USS CALHOUN 11/28/62, <u>d</u> USQMD GENERAL SEDGWICK 6/64, <u>e</u> CALHOUN 3/19/66)	5540	Sidewheel	508					1851	New York, NY	Savannah, GA	A 83
CAMDEN		Sidewheel	169	103	113	16'3"	4'10" or 1837	1836	Charleston, SC	Charleston, SC	F 39
CAROLINA (<u>b</u> KATE)		Sidewheel	477		165	29'10"	10'4"	1852	Greenpoint, NY	Charleston, SC	Sunk 1862, Cape Fear River, NC as blockade runner
CECILE		Sidewheel (Iron hull, built by Harlan and Hollingsworth)	360		156.5	29	8.5	1857	Wilmington, DE	Charleston, SC	Sunk 1862 in Bahamas as blockade runner
CHARLES DOWNING (<u>b</u> CALHOUN 7/26/49)		Sidewheel	112		97	18	7	1840	St. Augustine, FL	St. Augustine, FL	Burned 6/22/55, Wilmington, NC, no lives lost
CHARLESTON (Captured as Confederate steamer, 7/11/63, redocumented 9/29/63)	4997	Sidewheel	205		120	24	8.9	1836	Charleston, SC	Charleston, SC	A 76
CHEROKEE		Sidewheel	189					1835	Savannah, GA	Savannah, GA	A 44
CINCINNATI		Sidewheel	211		121	23.5	8	1836	Charleston, SC	Charleston, SC	A 48
COLONEL WILLIAM S. HARNEY (U. S. Government steamer in the early 1840's, built by Langley B. Colley, engines by Amos and Charles Reeder)			250					1840	Baltimore, MD		
CONAGREE		Sidewheel	134					1835	Charleston, SC	Charleston, SC	A 44
DARLINGTON (Captured as Confederate steamer, 3/3/62, <u>b</u> USS DARLINGTON, redocumented as <u>c</u> DARLINGTON, 1/6/66)	6125	Sidewheel	298		133	30	8.3	1849	Charleston, SC	Hartford, CT	A 74
DAVID L. ADAMS		Sidewheel	308		150.2	34	7	1849	Richmond, PA	Savannah, GA	A 55
DeROSSET (Sold USQMD, 7/27/46, <u>b</u> LIBERTY 10/11/50, rig changed to barge 5/6/53, built of iron in sections in England, assembled in Baltimore by Langley B. Colley)		Sidewheel	186		107	25	7'8"	1839	Baltimore, MD	Savannah, GA	R53
DOLPHIN (Built by Bishop and Simonson)		Steam Schooner	133		115.5	16	7.5	1835	New York, NY	Charleston, SC	Exploded, St. Johns Bar, FL, 12/19/36, 15 lives lost

Name	Official Number	Rig	Tonnage		Dimensions			Year Built	Place Built	First Home Port	Disposition
			Gross	Net	Length	Width	Depth				
DUNCAN McRAE (Also documented as DUNCAN)		Sidewheel	215					1835	Wilmington, NC	Wilmington, NC	Exploded 6/8/41, Johnson Landing, GA, 3 lives lost
ESSAYONS			(U. S. Government steamer during the Second Seminole Indian War)								
ETIWAN (Captured as Confederate steamer, used by USQMD, <u>b</u> ST. HELENA 4/3/67)	22339	Sidewheel	219	176	117	20	6.5	1834	Charleston, SC	Charleston, SC	A 94
EVERGLADE (<u>b</u> CSS SAVANNAH, 1861, <u>c</u> CSS OCONEE, built by Samuel Sneed)		Sidewheel	406		169.5	30	6.5	1856	New York, NY	Jacksonville, FL	Captured as Confederate, 8/19/63
FAWN (Built by John Clark, never documented)					56	10		1855	Jacksonville, FL	Jacksonville, FL	Unknown
FLORIDA (Built by John Cant, rebuilt 1839)		Sidewheel	144		104	20'5"	7'4"	1834	Savannah, GA	Savannah, GA	Stranded, 5/17/42, North Edisto, SC, no lives lost
			172		122	20'5"	7'4"				
FLORIDA (Built by Samuel Sneed, engines by Pease and Murphy)		Sidewheel	344		147'6"	27'10"	9	1852	New York, NY	Charleston, SC	A 58, St. Joseph's Bay, FL
FORESTER		Sidewheel	148					1836	Savannah, GA	Savannah, GA	A 42
FREE TRADE		Sidewheel	195					1833	Charleston, SC	Savannah, GA	A 39
GENERAL CLINCH (Built by James Poyas)		Sidewheel	256		131	24	8.8	1839	Charleston, SC	Savannah, GA	C 1861, sunk 64, Charleston, SC
GENERAL SUMTER					81	19	3	1859	Palatka, FL	Jacksonville, FL	Captured as Confederate steam- er on St. Johns River, 65
GENERAL TAYLOR (U. S. Government steamer in the early 1840's)		Sidewheel	152		105 oa	17.5	8.5				Sold by Navy, 52
GEORGE C. COLLINS		Screw	234					1862	East Haddam, CT	Middletown, CT	Stranded 3/27/65, St. Johns River
GEORGE WASHINGTON (Built by Paul Pritchard)		Sidewheel	86		90.8	19.9	5.3	1827	Charleston, SC	Savannah, GA	A 32
GIRAFFE		Sidewheel	337					1838	New York, NY	New York, NY	Lost, 47
GORDON (<u>b</u> CSS GORDON, 1861, <u>c</u> THEODORA, 1861, <u>d</u> NASSAU, 1862, iron hull. Cunningham and Belknap, Phoenix Iron Works)		Sidewheel	518		176.4	27.6	11	1851	New York, NY	Savannah, GA	Captured in Civil War as Confederate
					Built by Lawrence and Sneed, engines by						
GOVERNOR TAYLOR (<u>b</u> DARIEN, 11/3/34)		Sidewheel	131					1829	Charleston, SC	Charleston, SC	A 37

<u>Name</u>	<u>Official Number</u>	<u>Rig</u>	<u>Tonnage</u>		<u>Dimensions</u>			<u>Year Built</u>	<u>Place Built</u>	<u>Year, Place Registered or First Home Port</u>	<u>Disposition</u>
			<u>Gross</u>	<u>Net</u>	<u>Length</u>	<u>Width</u>	<u>Depth</u>				
HANCOCK		Paddlewheel	152		130'8"	25	5	1849	Freedom, PA	Savannah, GA	A 55
ISIS		Sidewheel (Built by Brown and Bell,	130		100.3	20	7	1828	New York, NY	New York, NY	Burned 1/5/42, Tampa, no lives lost
IVANHOE		Sidewheel	127					1839	Savannah, GA	Savannah, GA	Stranded, 12/23/50 Bethel (?), no lives lost
JAMES ADAMS		Sidewheel	225					1836	Baltimore, MD	Charleston, SC	A 42
JAMES BOATWRIGHT		Paddlewheel 175 (Built by Brown and Bell)							New York, NY		
JOHN DAVID MONGIN		Sidewheel	169		120	22	7'4"	1828	New York, NY	Savannah, GA	A 36
JOHN McLEAN		Sidewheel	133		122.7 (120)	22.2 (22)	6.9 (7.4)	1837	Charleston, SC	Charleston, SC	Stranded 11/15/38, New Smyrna, FL, no lives lost
JOHN STONEY		Sidewheel (Built by Westervelt and Mackay)	155		122'9"	22'3"	6'7"	1830	New York, NY	New York, NY	A 40
MAGNOLIA		Sidewheel (Built by Thomas Collyer, engine by Rodman)	260		141	24'6"	8	1850	New York, NY	Savannah, GA	Exploded 1/12/32, St. Simon's, GA, 13 lives lost
MAJOR WILLIAM BARNETT		Paddlewheel 116 (Tonnage change, 1857 to 145)			119.5	24.6	4.3	1851	Camden, NJ	Philadelphia, PA	Exploded 8/3/59, St. Johns River, 4 lives lost
METAMORA	17004	Sidewheel (Built by Lawrence and Sneed, machinery by Pease and Murphy)	282		165	25	8	1846	New York, NY	New York, NY	A 84
MEYERS		(Advertised as a towboat in Jacksonville area, 1854)									
MOUNT PLEASANT		Sidewheel	105		100'6"	16	6'10"	1848	Charleston, SC	Charleston, SC	A 56
MUTUAL SAFETY		Sidewheel	420		163.5	26'8"	10'2"	1842	New York, NY	New York, NY	Stranded, St. Johns River bar, 10/11/46, no lives lost
OCAMULGEE		Sidewheel	265		132	25'10"	8'5"	1836	Charleston, SC	Darien, GA	A after March, 50
PAMPERO (b SUWANEE 3/5/56)		Sidewheel	379					1850	Baltimore, MD	Georgetown, DC	Foundered 12/4/66, Cape Romano, FL, no lives lost
PEE DEE		Sidewheel	138					1845	Charleston, SC	Charleston, SC	Lost St. Augustine, FL, 1/27/58, no lives lost

Name	Official Number	Rig	Tonnage		Dimensions			Year Built	Place Built	First Home Port	Disposition
			Gross	Net	Length	Width	Depth				
USS POINSETT (a NEW BRIGHTON, sold to War Department before documentation, c DUNCAN C. PELL, 6/28/45)		Sidewheel	250		132.9	22.1	8.1	1839	New York, NY		A 50
RELIANCE		(Owned by Captain Jacob Brock, Jacksonville area, circa 1857)									
RICHMOND		Sidewheel	226		126	26	7.9	1836	Baltimore, MD	Savannah, GA	A 53
		(Built by Gardner and Company, engine by Charles Reeder)									
ST. JOHNS (Captured as Confederate steamer, 4/18/63, b HELEN GETTY, 12/28/63)	11962	Sidewheel	355					1853	Savannah, GA	Philadelphia, PA	Wrecked 73, no lives lost
ST. MARYS	18694	Sidewheel	337		160	28	8	1856	Wilmington, DE	Charleston, SC	Scuttled by crew 6/30/64, raised, snagged January, 73, Darien, GA
		(Iron hull, built by Harlan and Hollingsworth, rebuilt 12/2/68, b NICK KING, 12/21/68)									
ST. MATTHEWS		Sidewheel	174		120	22'2"	7	1836	New York, NY	Charleston, SC	Stranded 12/6/51, Darien, GA, no lives lost
		(Built by Brown and Bell)									
SANTEE		Sidewheel	170					1835	Charleston, SC	Charleston, SC	F 50
SARAH SPALDING		Sidewheel	55					1846	Jacksonville, FL	Jacksonville, FL	A 56
		or before									
SEMINOLE		Sidewheel	319		144	26	9	1854	Savannah, GA	Savannah, GA	Burned 12/20/55, Jacksonville, FL
		(Rebuilt as towboat b GOLIAH by Samuel Papot, originally built by D. P. Landersshine)									
SOUTHERNER		Sidewheel	178		120	20'9"	7'7"	1839	Charleston, SC	Charleston, SC	F 44
THOMAS SALMOND		Sidewheel	172		117'10"	22'6"	7	1837	Baltimore, MD	Charleston, SC	A 61
		(Tonnage changed to 208, circa 1851)									
THOMAS G. HAIGHT		Sidewheel	256		147	25	7'4"	1853	Keyport, NJ	Perth Amboy	Burned Savannah, GA, 4/25/56
THOMAS S. METCALF		Sidewheel	180					1847	Charleston, SC	Savannah, GA	A 55
THORN		Sidewheel	141		126'6"	16'6"	7	1837	Norwich, CT	New London, CT	Burned 5/26/58, Rondout Creek, NY
		(Built by George Clark)									
TOMOCHICHI		Sidewheel	236					1835	Charleston, SC	Darien, GA	Snagged Poydras, LA, 4/22/43, no lives lost
TUGALO		Sidewheel	226					1832	Savannah, GA	Savannah, GA	A34
WELAKA		Sidewheel	256		137	25	8	1851	Savannah, GA	Savannah, GA	Stranded, St. Johns River bar, no lives lost, 12/13/57
		(Built by Jones and Papot, machinery by Alvin N. Miller)									
WILLIAM GASTON		Sidewheel	161		120	18	7	1837	Charleston, SC	Savannah, GA	A 58
		(Tonnage was changed to: 167 137 18 7, built by James Poyas)									

<u>Name</u>	<u>Official Number</u>	<u>Rig</u>	<u>Tonnage</u>		<u>Dimensions</u>			<u>Year Built</u>	<u>Place Built</u>	<u>First Home Port</u>	<u>Disposition</u>
			<u>Gross</u>	<u>Net</u>	<u>Length</u>	<u>Width</u>	<u>Depth</u>				
WILLIAM SEABROOK		Sidewheel	223		122'1"	26'3"	7'7"	1831	New York, NY	Charleston, SC	Captured as Confederate EMILIE, 7/7/62
(Rebuilt 11/20/35			293		152	27	7'7"	originally built by Lawrence and Sneedon)			
ZEPHYR		Sidewheel	123					1852	Wilmington DE	Wilmington, DE	C 61
(Rebuilt in Jacksonville after burning in 1856, iron hull)			174		126	35	4.6				

LISTING OF PRINCIPAL ST. JOHNS VESSELS - 1865 TO 1930

<u>Name</u>	<u>Official Number</u>	<u>Rig</u>	<u>Tonnage</u>		<u>Dimensions</u>			<u>Year Built</u>	<u>Place Built</u>	<u>Year, Place Registered or First Home Port</u>	<u>Disposition</u>
			<u>Gross</u>	<u>Net</u>	<u>Length</u>	<u>Width</u>	<u>Depth</u>				
ATHLETE	106790	Sidewheel	178	122	126	19.9	8.1	1878	St. Marys, GA	Jacksonville, FL	Burned Jacksonville, 2/13/86, no lives lost
BELLE OF THE COAST	3130	Sidewheel	480	373	186.8	37	7.1	1880	Cincinnati, OH	New Orleans, LA (1886)	Burned Carrolltown, LA, 1/8/97, no lives lost
CHATTAHOOCHEE	125984	Sternwheel	436	415	159	37	5	1882	Pittsburgh, PA (Built by James Rees, first steel hull western rivers steamboat in U.S.)	Apalachicola, FL	Burned, Vicksburg, MI, 12/7/93
CHESAPEAKE	126137	Sidewheel	225		188	26	5	1885	Harmar, OH	Jacksonville, FL (1886)	Burned New Madrid, MO, 3/27/87, no lives lost
CITY OF JACKSONVILLE	126081	Sidewheel	458	395	160	32.5	6.6	1882	Wilmington, DE (Built by Harlan and Hollingsworth, iron hull)	New York, NY	A circa 1933 (converted to dance hall)
CITY OF SANFORD		Sternwheel	145		115.4	3.4	4.7	1880	Jacksonville, FL	Jacksonville, FL	Burned at Point La Vista, St. Johns River, 4/24/82, 8 lives lost
CRESCENT	127013	Screw	84	42	100	20.1	9.4	1893	Jacksonville, FL (Built by Merrill and Stevens, steel hull, lengthened to 120')	Jacksonville, FL	
CRESCENT CITY (a TOURIST, b HARRY HILL)	145134	Sidewheel	154	107	107	22.8	6	1877	Northpoint, NY	New York, NY	
CYGNUS	125900	Sidewheel (Iron hull)	857	555	212.5	31.3	11.3	1881	Chester, PA	New York, NY	Broken up at Kearny, NJ, 1935
ELIZA HANCOX (b J. S. WARDEN, 6/19/95, c PRINCETON, 5/1/10, d ADONIS, 7/15/12, built by Michael S. Allison)	7711	Sidewheel	485	365	172.4	28	8.5	1863	Jersey City, NJ	New York, NY	A 1919
ELLA		(Ran on St. Johns River after the Civil War)									
EVERGLADE	135807	Sternwheel	413	270	134	37	5.6	1884	Jacksonville, FL	New York, NY	Dismantled in Jacksonville, 97
FANNIE DUGAN	120012	Sidewheel	260	255	165.4	28.4	4.5	1872	Portsmouth, OH	Portsmouth, OH	A 86, Enterprise, FL
FLORENCE (b ANITA, c THOMAS L. WORTHLEY, d OYSTER "houseboat", built by Fusey and Jones)	9926	Sidewheel	263	176	135	24.8	6.8	1869	Wilmington, DE	New York, NY	Converted to houseboat, 1906.
FLORIDA	120394	Sidewheel	475	438	184	46.2	8	1880	Pittsburgh, PA	New York, NY	
FREDERICK DeBARY (b CITY OF TAMPA, 10/16, built by Fusey and Jones, Originally 145.6, 16' added after fire in 1883, tonnage changed to: 336 267 in 1916)	120437	Sidewheel	395	323	161.6	24.2	8	1881	Wilmington, DE	New York, NY	A 2/19/1925
GENERAL SEDGWICK (a JACOB H. VANDERBILT at launching, 9/19/62, b GENERAL HUNTER, c USQMD GENERAL SEDGWICK, d GENERAL SEDGWICK, 2/5/66, e BAY QUEEN, 6/7/88, built by Allison, engine by Cobb and Fields)	40512	Sidewheel	475	317	183	28	9	1862	Jersey City, NJ		A 1901

Name	Official Number	Rig	Tonnage		Dimensions			Year Built	Place Built	Year, Place Registered or First Home Port	Disposition
			Gross	Net	Length	Width	Depth				
GENERAL SHEPLEY		Sternwheel	279	134	140	28	5.6	1864	Cape Elizabeth, ME	Portland, ME	Burned Ossabaw Island, GA, 1/29/67
GEORGE M. BIRD	85201	Sidewheel	142	121	107	22.6	4.7	1871	New Bedford, MA	New York, NY	A circa 86
G. R. KELSEY (<u>b</u> MARGARET, built by George Greenman)	85551	Sidewheel	299	212	130	24.1	8.5	1878	Mystic, CT	Norwich, CT (1886)	Wrecked Cape Henry, Chesa- peake Bay, 9/29/95
GEORGEA (GEORGIA)	85503	Screw	38	21	79	14	4	1877	East Haven, CT	Jacksonville, FL (1886)	
GOVERNOR WORTH (<u>b</u> ROCKLEDGE 9/7/86, iron hull)	10645	Sidewheel	259	246	136.4	22.4	5.3	1866	Wilmington, DE	Wilmington, DE	A 90
GREENWICH	85584	Screw	126	72	96.5	22.5	6.4	1879	Wilmington, DE	New York, NY	
HAMPTON	95270	Sidewheel	624	283	164	30		1874	Wilmington, DE	New York, NY	F (before Dec., 79)
H. B. PLANT	96681	Sidewheel (Iron hull)	287		137	26.5	6	1880	Wilmington, DE	Wilmington, DE	Burned Lake Beresford, St. Johns River, 4/29/90, 3 lives lost
H. T. BAYA (<u>b</u> BAY RIDGE, 5/5/86, built by B. G. Hillman)	95731	Sidewheel	669	411	205	32	9.2	1882	Philadelphia, PA	New York, NY	Burned Glenwood, Long Island, 8/12/88, no lives lost
HATTIE	11796	Sidewheel (Built by Jacob Brock, rebuilt 1867)	217		131	25.3	5.4	Circa 1860	Jacksonville, FL	Jacksonville, FL	Wrecked 7/80
JAMES B. SCHUYLER	12845	Sidewheel (Built by Michael S. Allison)	597	443	195	29.5	9	1865	Jersey City, NJ	New York, NY	Burned 9/21/97, New York
JENNIE LANE (<u>a</u> BIG SUNFLOWER)	2977	Paddlewheel	208	197	147.8	28.9	4.5	1869	Jeffersonville, IN	New Haven, CT (1886)	Condemned 86, Jackson- ville, FL
JOHN SYLVESTER (<u>b</u> STARLIGHT, 2/12/15, <u>c</u> FAVORITE, 5/28/25, built by Michael S. Allison)	13185	Sidewheel	495	382	193	30	9.6	1866	Jersey City, NJ	New York, NY	A 1931
MAGNOLIA (<u>a</u> I.N. SEYMOUR, <u>b</u> USS SEYMOUR, 10/26/61, <u>c</u> USLHB TULIP, 6/20/65, <u>d</u> MAGNOLIA, 6/7/82, tonnage changed to: 186	91441	Sidewheel	133		118	20	7	1860	Keyport, NJ	New York, NY	F 88, Burned 1/15/97, Sydney, Cape Breton, NC
OSCEOLA	211613	Recessed Sternwheel (Built by Merrill-Stevens, steel hull)	474	272	180	40	8	1913	Jacksonville, FL	Jacksonville, FL	A 6/19/1937
PASTIME (<u>b</u> KISSIMEE, 2/28/87)	20393	Sidewheel	188	110	110.2	19.7	6.2	1871	Northport, NY	Wilmington, NC (1886)	Dismantled, 96

Name	Official Number	Rig	Tonnage		Dimensions			Year Built	Place Built	Year, Place Registered or First Home Port	Disposition
			Gross	Net	Length	Width	Depth				
QUEEN OF ST. JOHNS	20594	Screw	362	259	192.6	30.4	7.5	1884	Cincinnati, OH	Cincinnati, OH	Burned 7/10/89, Wilmington, NC, no lives lost
		(Converted to sidewheel, 1886, tonnage then 439, 392, dimensions over guards, 55.4)									
ROBERT LEHR		(Ran on St. Johns River after the Civil War)									
ROSA (b JOSE N. GOENAGEA, 1889, built by Pusey and Jones, iron hull)	110012	Sidewheel	156	135	128.5	22.1	5.1	1870	Wilmington, DE	New York, NY	F 89, South America
STARLIGHT	22154	Sidewheel	261		131.1	25.3	5.5	1866	Portland, ME		Burned 5/11/78 at Sanford, FL, no lives lost
SYLVAN GLEN	23768	Sidewheel	330	165	153.5	27	8.3	1869	Brooklyn, NY	New York, NY	A 1915
TAMINEND (a MIANTONOMI, built by Salisbury)		Sidewheel	255		143	24	6.5	1850	Providence, RI	Providence, RI	Wrecked 6/10/67, St. Johns bar, no lives lost
WATER LILY	80363	Sidewheel	118	96	117	18	5	1873	Jersey City, NJ	New York, NY (1886)	Sunk Harlem River, NY, 10/24/87
WELAKA (b TERRA CEIA, tonnage changed to:	80934	Sternwheel	243 209	224 194)	126	31.4	5.3	1882	Jacksonville, FL	Jacksonville, FL	Wrecked 6/27/1912
UNCLE SAM	25230	Screw	151	99	126	23.2	6.3	1877	Millsboro, DE	New London, CT	

LISTING OF POSTWAR STEAM VESSELS - SAVANNAH AND CHARLESTON TO FLORIDA

Name	Official Number	Rig	Tonnage		Dimensions			Year Built	Place Built	Year, Place Registered or First Home Port	Disposition
			Gross	Net	Length	Width	Depth				
CARRIE								1870+	(On St. Johns in 76)		
CHARLESTON		Sidewheel	194								A 76
CITY OF BRIDGETON	33845	Sidewheel	499		171.7	29.2	8.2	1868	Wilmington, DE	New York, NY	L 90
CITY OF MONTICELLO	5339	Sidewheel	892	477	224	32	9	1866	Wilmington, DE	New York, NY (1886)	F 89
(a CITY OF NORFOLK, b CITY OF MONTICELLO, 12/21/84, iron hull, built by Harlan and Hollingsworth)											
CITY OF PALATKA	126176	Twin Screw	882	577	200	34.3	11.9	1882	Chester, PA	New York, NY	A after 1893
(b EASTERN OREGON 1/87, caught on fire, 12/1/91, Olympia, Washington, iron hull)											
CITY POINT	4878	Sidewheel	678	568	204	31	10	1864	Mystic, CT	New York, NY	L 83, Plum Island, Massachusetts, no lives lost
(Built by George Greenman, machinery by James Murphy and Fulton Iron Works)											
D. H. MOUNT		Sidewheel or Screw	321		163	23	9	1863	Bound Brook, NJ	Perth Amboy, NJ	L 65 at sea en route to Florida, many lives lost
DAVID CLARK	6865	Sidewheel	483	442	147.5	41.4	7.8	1875	Jacksonville, FL	Jacksonville, FL	Burned Fernandina, Fla., 10/7/79
(Built by Jacob Brock)											
DICTATOR	6622	Sidewheel	735		205.8	30	8.6	1863	Brooklyn, NY	New York, NY	Burned Hillsborough River, Fla., 12/26/84, no lives lost
(a CONQUEST, built by Thomas Stark, tonnage changed to: 623 511)											
GEORGE T. OLYPHANT	10488		122					1863	Staten Isl., NY		L 1/14/80, East River, New York, NY, no lives lost. Collision with ferry WARREN.
GENERAL SEDGWICK	0512	Sidewheel	475	317	183	28	9	1862	Jersey City, NJ	New York, NY (1886)	A 1901
(a JACOB H. VANDERBILT, 9/19/62, b GENERAL HUNTER, 62, (c) USQMD GENERAL SEDGWICK, d GENERAL SEDGWICK, e BAY QUEEN, 6/7/88, built by Allison, engine by Cobb and Fields)											
HELEN GETTY	11962	Sidewheel	355					1853	Savannah, GA	Philadelphia, PA	Wrecked 73, no lives lost
(Captured as Confederate steamer, 4/18/63, a ST. JOHNS)											
KATE										(On Charleston-Palatka route 1866)	
KATIE	14207	Sidewheel	709	569	138.9	42.6	5.6	1867	Wilmington, DE	Savannah, GA	L Savannah, GA 81
(Iron Hull)											
LIZZIE BAKER	15550	Sidewheel	506		170	29	9.6	1864	East Albany, NY	Albany, NY	Wrecked St. Johns River, 1/11/75
(Built by Lawler and Brainerd, engine by McGinnis)											
NICK KING	18694	Sidewheel	337		160	28	8	1856	Wilmington, DE	Charleston, SC	Scuttled by crew, 6/30/64, raised, snagged 1/73, Darien, GA
(a ST. MARYS, b NICK KING, 12/21/68, iron hull, built by Harlan and Hollingsworth)											

<u>Name</u>	<u>Official Number</u>	<u>Rig</u>	<u>Tonnage</u>		<u>Dimensions</u>			<u>Year Built</u>	<u>Place Built</u>	<u>Year, Place Registered or First Home Port</u>	<u>Disposition</u>
			<u>Gross</u>	<u>Net</u>	<u>Length</u>	<u>Width</u>	<u>Depth</u>				
ST. JOHNS (<u>b</u> BOMBAY, 1927, <u>c</u> TOLCHESTER 6/12/33, iron hull, built by Harlan and Hollingsworth, Hull #169)	115633	Sidewheel	1098	677	250	38	12.5	1878	Wilmington, DE	New York, NY (1886)	R barge, 1941, scrapped 1968
ST. NICHOLAS (<u>a</u> JOHN FARON, went to War Department, 1863, <u>b</u> MINNIE R. CHILD, <u>c</u> ST. NICHOLAS, 3/80, built by Lawrence and Sneed)	90609	Sidewheel	380	380	144.6	29.6	7.7	1856	New York, NY	New York, NY	Burned Savannah, GA, 6/30/90
SANTEE	115829	Sidewheel	536	459	153.5	31	6.3	1882	Charleston, SC	Charleston, SC	
SYLVAN SHORE	22803	Sidewheel (Hull by F. Boole, engine by Fletcher, Harrison and Company)	217	143	125	23	7.6	1856	New York, NY	New York, NY	A 77

LISTING OF MISCELLANEOUS VESSELS ON THE ST. JOHNS RIVER - 1830 TO 1910

Name	Official Number	Rig	Tonnage		Dimensions			Year Built	Place Built	Year, Place Registered or First Home Port	Disposition
			Gross	Net	Length	Width	Depth				
A. J. LANE	106336	Sidewheel	93	55	83	25	4	1885	Fort Mason, FL	Fort Mason, FL	
ALICE HOWARD	106397	Screw	40	32	71.4	16.9	4.2	1885	Norwalk, FL	Jacksonville, FL	
ARROW	88	Sidewheel	173	139	141.4	26.6	4.4	1855	Newcastle, DE	Newcastle, DE	A 7/21/86
ATTAQUIN	107773	Paddlewheel	112	61	86.1	20	6.3	1898	Boston, MA	Boston, MA	
AUGUSTA	202410	Sternwheel (Steel hull)	512	290	156	34	5	1905	Augusta, GA	Savannah, GA	
AUGUSTA			72		100	28	2.5	(Listed in Jacksonville Paper, 1884)			
BABO	217375	Sternwheel	12	7	34.4	12.4	3.4	1918	Switzerland, FL	Jacksonville, FL	
BELLE	3615	Screw	33	23	54.9	16.4	5.3	1894	Sanford, FL	Jacksonville, FL	
BILLOW	212705	Screw (Iron hull)	21	14	56.8	14	4.3	1877	Wilmington, DE		
CAMUSI	126805	Sternwheel (Iron hull)	130	87	94	22.3	5.5	1891	Wilmington, NC	Savannah, GA	Burned 1/26/94, Palatka, Fla.
CAPTAIN MILLER (<u>a</u> GRATITUDE, <u>b</u> CAPTAIN MILLER, <u>c</u> GRATITUDE, 133.8 new length, tonnages, 250, 250)	85607	Screw	149	74	124.7	20.5	7	1880	Philadelphia, PA	Philadelphia, PA	Sold to Cuba 6/20/1928 Reportedly named CUBA
CARRIE			(On St. Johns River in 1876)					1870+		Savannah, GA	
CHARLES WILLEY	5838	Paddlewheel	27	(Small steamer on upper St. Johns, 1870's)						Jacksonville, FL	
CHARLESTON			(Small steamer on local service in 1875)								
CHIMO	125985	Screw	15	7	42	10.6	3.6	1882	New York, NY	Key West, FL (1890)	
CINDERELLA	125548	Screw	137	103	91.5	24	5.3	1876	Lansingburg, NY	Jacksonville, FL (1886)	
CITY OF BRUNSWICK (<u>a</u> THOMAS COLLYER, <u>b</u> CITY OF BRUNSWICK, 12/31/86)	24194	Paddlewheel	194	150	123.8	22.7	6.9	1850	New York, NY	Georgetown, DC	Burned 9/11/97, Mayport, FL
CITY OF GEORGETOWN	126157	Paddlewheel	88	45	93.6	24.5	3.3	1883	Georgetown, FL	Jacksonville, FL	
			(Tonnage change, 120, 75)								
CLARA	126403	Screw	49	24	75	15.4	7.3	1886	Jacksonville, FL	Jacksonville, FL	

Name	Official Number	Rig	Tonnage		Dimensions			Year Built	Place Built	Year, Place Registered or First Home Port	Disposition
			Gross	Net	Length	Width	Depth				
CLIVEDEN (<u>a</u> ALPHA, <u>b</u> CLAYTON)	106775	Paddlewheel	354	241	123.5	36.8	6.8	1890	Matthews Bluff, SC	Savannah, GA (1891)	
COMET	126090	Screw	17 (Tonnage changes, 19, 11 and 32, 25)	8	69.6	13.4	3.6	1883	Crescent City, FL	Jacksonville, FL	
CURLEW	125712	Screw	5	3	41.6	8.8	3.2	1879	St. Johns, FL	Jacksonville, FL	
DAISY	157062	Screw	38	31	51	15	7	1882	Jacksonville, FL	Jacksonville, FL	
DAVID KEMPS	157288	Screw	57	29	87.5	20.9	6.6	1891	New Berlin, FL	Jacksonville, FL	Burned 6/18/97, Black Creek, FL
DAYLIGHT	6819	Sidewheel	51	51	70.7	16.4	3.9	1873	Palatka, FL	Jacksonville, FL	Burned on Indian River, FL, mid-1870's
DISPATCH	157115	Paddlewheel	54	39	66	15.3	3.2	1883	Fort Mason, FL	Jacksonville, FL	
E. D. MORGAN	16387	Sidewheel	106					1864	Monks Corner, SC		A 79
EDITH	136062	Screw	39	23	54	16.7	3.6	1883	Harlem, NY	Jacksonville, FL (1890)	
EMMETT SMALL	205155	Sternwheel	157	157	125.3	27.5	5.6	1908	Mason, GA		
EMILY B.	135948	Screw (gas)	43	41	79	17.8	4.6	1887	Jacksonville, FL		
EMMIE	135884	Paddlewheel	63	50	88	20	3	1886	Jacksonville, FL	Jacksonville, FL	
ENTERPRISE	8620	Screw	(Yacht-like vessel on St. Johns River in 1870's)							Jacksonville, FL	
ERIE	135256	Sidewheel	54	36	73	20.9	4.3	1876	Jacksonville, FL	Tampa, FL (1886)	
ESCORT	135384	Screw	11	8	52.7	9.7	3.4	1879	Jacksonville, FL	Jacksonville, FL	
EULALIA	136556	Sternwheel (Composite built)	231	125	94	27.6	4.8	1896	Palatka, FL	Jacksonville, FL	
EUPHEMIA	8830	Sidewheel	45								
FALCON	120404	Screw (Iron hull)	119	76	102.5	15	6.0	1880	Wilmington, DE	Wilmington, DE (1890)	
FANNY FERN	9692		17					1868	Jacksonville, FL	Jacksonville, FL	Exploded 1/22/73, Jack- sonville, 3 lives lost
FARMER	120427	Sidewheel	470	433	146	29.5	5.8	1880	Charleston, SC	Charleston, SC (1890)	

Name	Official Number	Rig	Tonnage		Dimensions			Year Built	Place Built	Year, Place Registered or First Home Port	Disposition
			Gross	Net	Length	Width	Depth				
FEARLESS	120671	Screw	26	14	62.8	14.6	4.2	1887	Palatka, FL	Tampa, FL (1890)	
FLORA (b DORETTA)	120139	Sidewheel	88	78	75.6	16.8	4.9	1874	Brooklyn, NY	Jacksonville, FL (1890)	
FLORA TEMPLE	9539	Sidewheel	47	25	83.6	18.5	6.0	1860	New Brunswick, NJ	Jacksonville, FL (1890)	A 1915
FLORENCE WITHERBEE (b US ENG. MAUD D, c US ENG. MAUD)	120095	Screw	84	57	95	17	6.5	1873	New York, NY		
FOREST QUEEN	120689	Screw (Built by Van Loan and Magee)	138	69	100.8	22.2	7.2	1887	Athens, NY	Portland, ME	
FORESTER	9966	Recessed Sternwheel	60						Jacksonville, FL	Norfolk, VA	Destroyed in 82
FOX	120262	Sternwheel (As rebuilt:	71 117	92	71.4 78.3	18.5 19.9	8.6 4)	1876	Palatka, FL or Jacksonville, FL	Jacksonville, FL	
GAZELLE	10540	Screw	76	49					Charleston, SC		
GAZELLE	85994	Sternwheel	52	35	56	18	3.6	1888	Georgetown, FL	Jacksonville, FL	
GEM	85691	Screw	10	7	38	9.7	3	1881	Jacksonville, FL	Palatka, FL	
GENEVA	207198	Sternwheel	91	85	98.2	26.6	4.4	1910	Fr��eport, FL	Jacksonville, FL	
GEORGE	10189	Sidewheel (Built by George Greenman)	119					1865	Mystic, CT	Fall River, MA	L 74
GENERAL SHEPLEY		Sternwheel	279	134	140	28	5.6	1864	Cape Elizabeth, ME	Portland, ME	Burned 1/27/67, Ossabaw Island, GA, no lives lost
GERTRUDE DUDLEY	86495	Screw	61	27	85	20	6.5	1900	Middleburg, FL	Tampa, FL (1905)	Lost circa 1907
GOPHER	86328	Sternwheel	98	50	84.5	22.6	4.5	1895	Jacksonville	Philadelphia, PA (1905)	
GOVERNOR MILTON (a GEORGE M. BIRD)		Sidewheel	68		85	20	4.8	Circa 1858	Covington, FL		Captured October, 62 near Lake George, St. Johns River by Union forces
GRIFFIN	10835	Paddlewheel	52					1867	Palatka, FL	Jacksonville, FL	A 74
GULF MIST		Sternwheel (Built by George Gibbs, steel hull)							Jacksonville, FL	Jacksonville, FL	
H. B. PLANT	6477	Sidewheel (Steel, built by Merrill Stevens)	189	70	125.5	21.7	7.4	1899	Jacksonville, FL	Tampa, FL	
HARRY LEE	96302	Screw	34	23	74.8	18	5	1894	St. Marys, GA	St. Marys, GA	

Name	Official Number	Rig	Tonnage		Dimensions			Year Built	Place Built	Year, Place Registered or First Home Port	Disposition
			Gross	Net	Length	Width	Depth				
HECK	201358	Sternwheel	95	55	80	20.4	4.9	1904	Jacksonville, FL	Jacksonville, FL	A circa 1914
HENRY BURDEN	11457	Paddlewheel	267	176	137	29	6.5	1862	Greenpoint, NY	New York, NY	To War Dept., 83
HESSIE	95642	Screw	54	39	80	14.4	4.8	1881	Tottenville, NY	Brunswick, GA (1890)	L 12/65, Florida East Coast
INDIAN RIVER (a NEPTUNE (British), b USS CLYDE, 7/25/63, c INDIAN RIVER, 11/16/65)		Sidewheel	250					1861	Glasgow, Scotland		
INDIAN RIVER	100346	Screw	66	59	88	14.3	2.6	1873	Greenpoint, NY	New York, NY (1890)	
IOLA	100382	Sidewheel	48	32	56.3	16.8	3.4	1885	Palatka, FL	Jacksonville, FL (1890)	
ISIS	100017	Sternwheel (Iron hull)	73					1870	Wilmington, DE		Sunk, 11/6/82, Lake George, Florida
J. G. SPEER	76531	Paddlewheel	45	25	70	19.2	3.2	1884	Tavares, FL	Jacksonville, FL (1886)	
J. W. PHILBRICK			(Ran on St. Johns River local service in early 1870's.)								Burned 2/14/73, Jacksonville
JOHN E. STEVENS	75785	Screw	38	19	57.5	16.9	6.6	1875	Port Richmond, NY	Jacksonville, FL (1886)	
KATE SPENCER	14440	Screw	85	68	125	21.8	6	1885	New Berlin, FL	Jacksonville, FL	Lost 7/6/98, Sapelo Bar, Georgia
KATIE	14207	Sidewheel	190	(On river in 1876)					Savannah, GA or Wilmington, DE	Savannah, GA	Exploded 95
KATIE PRATHER	14400	Sidewheel	49	49	91	14	3.4	1881	Cincinnati, OH	Jacksonville, FL (1890)	
KENNEDY	161182	Sternwheel	140	140	121.5	24.4	3.9	1901	Lyons, Iowa	St. Louis, MO (1905)	
KEYSTONE	161046	Steam Yacht	21	13	53.3	11.3	5.0	1893	Nyack, NY	New York, NY	
L. McNEILL	141582	Sternwheel	145	71	93.3	22.2	5.7	1899	Jacksonville, FL	Jacksonville, FL	
LAVINIA	141500	Screw	29	19	58	13	3.6	1897	Palatka, FL	Jacksonville, FL	
LITTLE ADDIE	14776	Paddlewheel	20	(Ran on river in 1870's)					Jacksonville, FL		
LOLLIE BOY	15988	Sternwheel	86		92	18.5	4	1873	Palatka, FL		
LOUISE	141724	Sidewheel (Steel hull)	355	166	136.5	39.2	6.2	1901	Jacksonville, FL	Savannah, GA (1905)	

Name	Official Number	Rig	Tonnage		Dimensions			Year Built	Place Built	Year, Place Registered or First Home Port	Disposition
			Gross	Net	Length	Width	Depth				
LOUISE AND FANNY (Documented 3/29/66, last known document 5/3/69)	14662		28					1865	Pee Dee, SC	Charleston, SC	
LOYALIST	15108	Screw	339					1865	Mystic, CT	Stonington, CT	L 5/7/69
MABEL F.	91325	Screw	22	13	54	13	5	1881	Augusta, ME	Jacksonville, FL (1896)	
MAGNOLIA	215928	Screw	47	31	53.7	22	5.4	1918	Jacksonville, FL	Jacksonville, FL	Burned 10/24/1928, Jacksonville, FL
MANATEE	91694	Sidewheel (Iron hull)	104	66	107.9	20.5	6.3	1884	Newburgh, NY	Jacksonville, FL (1890)	
MARY DRAPER	90174	Screw	25	16	71	18	4.4	1869	Jacksonville, FL	Jacksonville, FL	
		(Tonnage changed, 46, 24, dimensions to 62, 16, 5.9)									
MAY GARNER	92500	Screw	101	50	94.3	25	6.6	1893	Jacksonville, FL	Jacksonville, FL	Burned 7/10/1921, Brunswick, GA
META	17622	Paddlewheel	93					1867	Palatka, FL		
MERMAID	90911	Screw	32	16	79.2	12	6.1	1876	Philadelphia, PA	Jacksonville, FL (1890)	
MYSTIC	17717	Sidewheel	168	145	116.6	21.3	6.6	1866	New Berne, NC	New Berne, NC	A 87 Grassy Point, St. Johns River
		(May have been MYSTIC OF 1852, sold USQMD, 5/21/63; burnt Neuse River, NC, 5/5/65 by Confederates)									
NELL	130026	Paddlewheel	19					1874	Mayport, FL	Jacksonville, FL	
OCKLAWAHA	19109	Paddlewheel	69	60-70	18			1868	Palatka, FL	Jacksonville, FL	
O. F. POTTER		Paddlewheel						1864	Troy, NY	Troy, NY	Lost 5/20/71
OKAHUMKEE (<u>b</u> OKEEHUMKEE)	19409	Recessed Sternwheel	65	32	84.4	21.4	8.3	1873	Palatka, FL	Jacksonville, FL (1890)	A 1919
ORANGE MAID	155106	Sternwheel	53	34	46.7	20	4	1884	Mandarin, FL	Jacksonville, FL	
PANASOFFKEE	20349	Paddlewheel	32		50-60	18+		1868 or 1869	Palatka, FL	Jacksonville, FL	
P. M. BROMLEY	150219	Screw	9	4	55	10.3	2.6	1881	Jacksonville, FL	Jacksonville, FL	
PICOLATA	150277	Sternwheel	68	37	81	17	4.2	1883	Pensacola, FL	Jacksonville, FL (1886)	
		(Original tonnage less, old dimensions 65, 17, 5)									
PILOT BOY	150345	Sidewheel	329	227	134.4	25.5	7.6	1885	Charleston, SC	Charleston, SC (1890)	

Name	Official Number	Rig	Tonnage		Dimensions			Year Built	Place Built	Year, Place Registered or First Home Port	Disposition
			Gross	Net	Length	Width	Depth				
PIONEER	20496	Paddlewheel	44					1874	Jacksonville, FL	Jacksonville, FL	Burned 4/77, Indian River, FL
PIONEER	150697	Sternwheel	74	47	70	17.5	3	1895	Lake Kerr, FL	Jacksonville, FL	
POCOSIN	19939	Sidewheel	157	105	102.3	22.3	7.3	1864	Baltimore, MD	Charleston, SC (1890)	
PORT ROYAL	19900	Sidewheel	189		96	23	6	1861	Staten Island, NY	Jacksonville, FL (1886)	Burned 10/31/87, Jacksonville, FL
PRINCESS	150216	Screw	11	7	53	10.6	3.2	1881	Jacksonville, FL	Jacksonville, FL	
PROGRESS	150418	Sternwheel	740	370	141.2	40.2	5.5	1887	Augusta, GA	Savannah, GA (1890)	
PUTNAM	150276	Screw	17	8	66.7	12.7	3.5	1883	Palatka, FL	Jacksonville, FL (1890)	
R. L. MABEY	21446	Sidewheel	82	49	85	22.4	7	1854	Greenpoint, NY	New York, NY	Burned 2/3/97, Brunswick, GA
ROBERT G. REIMAN	21925	Screw	18								
ROBERT LEHR			(Ran on St. Johns River after the Civil War, 1865, 1866)								
ROCKAWAY (a CECIL, b ROCKAWAY, 5/19/66)	21451	Sidewheel	134		119	20	6	1849	Baltimore, MD		A (sunk) 9/23/78
SAPPHO	115280	Sidewheel	328	265	140	24	7.9	1874	Brooklyn, NY	Charleston, SC (1890)	
SEMINOLE	115895	Paddlewheel	14	11	67.7	13.1	3.4	1882	Jacksonville, FL	Jacksonville, FL	
SILVER SPRING	23066	Paddlewheel	73		80	19.6	7.4	1860	Jacksonville, FL	Jacksonville, FL	A 68 or 69
SILVER SPRINGS	115017	Paddlewheel	64					1872	Palatka, FL or Jacksonville, FL	Jacksonville, FL	A 75
SPITFIRE	115321	Screw		14	57	10.3	3.8	1873	Brooklyn, NY	New York, NY	
SPRING GARDEN	115911	Paddlewheel	45	32	68	18.5	3.4	1883	Spring Garden, FL	St. Augustine, FL (1886)	
STAR	116650	Screw (Steel hull)	111	76	85	18.4	5.8	1895	Jacksonville, FL	Jacksonville, FL	Burned on Crescent Lake, FL
SWAN	201577	Sternwheel	371	320	156	34	5	1904	Jacksonville, FL	Jacksonville, FL	
SYLPH		Sidewheel (Built by Bishop and Simonson)	290		154	24.6	8.4	1844	New York, NY	New York, NY	Burned 3/31/68, Julington Creek, FL
THREE LINKS	145418	Screw	12	10	44.4	8	4	1886	Jacksonville, FL	Jacksonville, FL	

<u>Name</u>	<u>Official Number</u>	<u>Rig</u>	<u>Tonnage</u>		<u>Dimensions</u>			<u>Year Built</u>	<u>Place Built</u>	<u>Year, Place Registered or First Home Port</u>	<u>Disposition</u>
			<u>Gross</u>	<u>Net</u>	<u>Length</u>	<u>Width</u>	<u>Depth</u>				
TUSKAWILLA	145082	Paddlewheel	76	53	71	21	8	1875	Jacksonville, FL	Jacksonville, FL	
TWILIGHT	145324	Screw	18	14	61.4	15.4	3	1883	Jacksonville, FL	Jacksonville, FL (1890)	
URBANA	25011	Paddlewheel	258								
VOLUSIA	25829	Sidewheel	102		80	18	4	1877 or Before	Jacksonville, FL	Jacksonville, FL	Exploded 12/2/82, Jacksonville, FL, no lives lost
W. G. HAWKINS			50	50							
WAUNITA	80874	Recessed Sternwheel	63	48	77	22	3	1882	Jacksonville, FL	Jacksonville, FL	
WEKIVA	80609	Paddlewheel	45					1877 or before		Jacksonville, FL	
WILLIAM T. STOCKTON	81175	Screw	26	16	49.8	10.4	3.0	1888	Jacksonville, FL	Jacksonville, FL (1890)	
WYOMING			(Reported to be on the St. Johns river in 1865)								

MISCELLANEOUS MINOR ST. JOHNS AREA VESSELS

<u>Name</u>	<u>Official Number</u>	<u>Rig</u>	<u>Tonnage</u>		<u>Dimensions</u>			<u>Year Built</u>	<u>Place Built</u>	<u>Year, Place Registered or First Home Port</u>	<u>Disposition</u>
			<u>Gross</u>	<u>Net</u>	<u>Length</u>	<u>Width</u>	<u>Depth</u>				
ALMA O	206806	Screw	22	15	41	14.6	5.9	1909	Brunswick, GA	Jacksonville, FL	
ANNIE M. WOOD			23					1864	Buffalo, NY		
BACHELOR	2910	Screw	26	13	58	14.6	6.0	1874	Camden, NJ	Key West, FL (1908)	
BESSIE	3755	Screw	16	14	51.9	11.3	4.2	1898	Palatka, FL	Jacksonville, FL (1903)	
CHLOE (gas)	204344	Screw	21	14	60.5	15.3	4.4	1907	Jacksonville, FL	St. Augustine, FL (1908)	
COLON	126701	Screw	104	58	90	20	10	1891	Wilmington, DE	New York, NY (1903)	
DAISY	157002	Screw	38	31	51	15.3	7.4	1882	Jacksonville, FL	Dunkirk, NY (1896)	
ELOISE	136921	Sternwheel	8	5	37.9	9.8	2.2	1901	Jacksonville, FL	Cedar Key (1903)	
ETHEL			12	8				1882	Rochester, NY		
GOPHER (Composite built)	86238	Sternwheel	98	50	84.5	22.6	4.5	1895	Jacksonville, FL	Philadelphia, PA (1903)	
HENRY BUCK	95572	Screw	50	40	64.7	16.4	7	1879	Buffalo, NJ	Charleston, SC (1908)	
H. M. C. SMITH (iron hull)	96136	Screw	98	49	81.5	19.5	8.6	1891	Camden, NJ	Jacksonville, FL (1908)	
JESSIE McQUARRIE	77441	Screw	24	10	59	11.8	3.7		Palatka, FL		
JOHN L. INGLIS	200332	Screw	98	67	93.3	21.8	9.4	1903	Scranton, MI	Cedar Key, FL (1905)	
KINGFISHER	161191	Screw	13	10	42.6	9.5	2.5	1901	Palatka, FL	St. Augustine, FL (1908)	
KLONDIKE	161100	Screw	40	27	59.5	16.4	7.2	1896	Tuckertown, PA	Key West, FL (1908)	
PANAMA	150745	Screw	14	7	40	10.6	4.2	1897	Chester, FL	Fernandina, FL (1908)	
POTSBERG								1868	Jacksonville, FL		
SAMPSON	117154	Screw	43	29	60	20	3	1902	Jacksonville, FL	Jacksonville, FL	
SYBIL	202647	Screw	76	52	85.8	19.4	7.5	1905	Scranton, MI	St. Augustine, FL (1908)	

<u>Name</u>	<u>Official Number</u>	<u>Rig</u>	<u>Tonnage</u>		<u>Dimensions</u>			<u>Year Built</u>	<u>Place Built</u>	<u>Year, Place Registered or First Home Port</u>	<u>Disposition</u>
			<u>Gross</u>	<u>Net</u>	<u>Length</u>	<u>Width</u>	<u>Depth</u>				
TWILIGHT (Rebuilt 1889, Middleburg, FL)	145324	Screw	18	14	61.4	15.4	3	1883	Jacksonville, FL	Jacksonville, FL (1890)	
VELNETTE	161519	St. Yacht	13	11	49.4	9.4	3.7	1883	Tarrytown, NY	St. Augustine, FL (1890)	
VIXEN (a WILLIAM T. STOCKTON)	81175	Screw	26	16	49.8	10.4	3.0	1888	Jacksonville, FL	Jacksonville, FL (1908)	
VOLUNTEER	161574	Screw	97	48	85	20.1	8	1887	Philadelphia, PA	Baltimore, MD (1890)	
WEYMOUTH	80095	Screw	43	21	70	17	7.4	1869	Boston, MA	Savannah, GA (1908)	

LISTING OF TUGS, TOWING VESSELS

<u>Name</u>	<u>Official Number</u>	<u>Rig</u>	<u>Tonnage</u>		<u>Dimensions</u>			<u>Year Built</u>	<u>Place Built</u>	<u>Year, Place Registered or First Home Port</u>	<u>Disposition</u>
			<u>Gross</u>	<u>Net</u>	<u>Length</u>	<u>Width</u>	<u>Depth</u>				
ADMIRAL DEWEY	107347	Screw	125	54	130	22	10.2	1898	Jacksonville, FL	Jacksonville, FL	
ALBERT F. DEWEY	107148	Screw (Steel hull)	134	67	91.8	19	8.4	1895	Newport News, VA	Key West, FL (1905)	
ALEXANDER JONES	105692	Screw (Iron hull)	134	69	106	23	11.2	1877	Baltimore, MD	Wilmington, NC (1890)	L 10/14/1910, Favey Rock, FL
ANNIE B.	107540	Screw	9	6	43.3	9.2	4.3	1900	Jacksonville, FL	Jacksonville, FL	
AZTEC	107775	Screw	26	16	58	12	5	1902	Picolata, FL	Jacksonville, FL	
BERTHA RITTER	3816	Screw	27	15	49.5	13	5	1899	Jacksonville, FL	Jacksonville, FL	Burned 2/25/1911, Black Pt., St. Johns River, one life lost
BISCAYNE (a ASTURIAS, Mexican craft, iron hull)	3716	Screw	90	48	95.6	19	7.6	1881	Wilmington, DE	Jacksonville, FL	
BON-ACCORD	3795	Screw	42	28	67.3	14.4	5.0	1899	Georgetown, SC	Jacksonville, FL (1905)	
BULL FROG	2912	Screw	15	7	38.8	11.8	4	1874	Charleston, SC	Charleston, SC (1890)	
C. U. SHEPARD	126935	Sternwheel	25	12	52	18.6	3.3	1892	Jacksonville, FL	Cedar Keys, FL (1905)	
CADILLAC	201551	Screw	29	16	51.3	14.2	7	1904	Jacksonville, FL	Jacksonville, FL	
CRACKER BOY	125935	Sidewheel	64	44	90.6	26.1	4.4	1881	Jacksonville, FL	Jacksonville, FL	
DANDY	157205	Screw (Iron hull)	115	57	92.8	20	9.6	1888	Camden, NJ	Baltimore, MD (1891)	
DAUNTLESS	157368	Screw (Steel hull)	153	76	102	20.7	10.6	1893	Camden, NJ	Savannah, GA (1905)	
DOLLIE G.	206589	Gas Screw	11	7	49.6	12.7	3.7	1909	South Jackson- ville, FL	Jacksonville, FL	
FRANK	120552	Screw	26	13	57.5	14.8	6.4	1883	Baltimore, MD	Jacksonville, FL	
GENERAL U. S. GRANT	10655	Screw	38		65	17.1	6	1863	Philadelphia, PA		
GODFREY KEEBLER	85233	Screw	122		105.5	22.5	9	Before 1877	Camden, NJ		
H. M. C. SMITH	96136	Paddlewheel	98	49	81.5	19.5	8.6	1891	Camden, NJ		

Name	Official Number	Rig	Tonnage		Dimensions			Year Built	Place Built	Year, Place Registered or First Home Port	Disposition
			Gross	Net	Length	Width	Depth				
HAROLD	95501	Screw	34	17	58.7	15.7	6.5	1877	Fall River, MA	Charleston, SC (1890)	
HERCULES	96201	Sternwheel	52	26	55.6	20.6	3.0	1892	Jacksonville, FL	Jacksonville, FL	
HOMER (Steel hull, changes are	96268	Screw	31 68	15 34	52.6 74.5	15.2 15.3	6.5 7)	1894	Newburgh, NY	Jacksonville, FL (1905)	
HOO HOO	96318	Screw	32	17	55	12	5	1902	Buffalo Bluff, FL	Jacksonville, FL (1905)	
HOWLAND	95892	Screw	27	13	50	10	6.6	1886	Brooklyn, NY	Brunswick, GA (1890)	
ISLANDER	12477	Paddlewheel	57					1868	Savannah, GA	Jacksonville, FL	
J. T. LEWIS			On river in 1868								
KATE CANNON	14467	Screw	50	25	63.7	18.7	7.9	1887	Norfolk, VA	Charleston, SC (1891)	
KOMUCK	14470	Screw	49	27	72	17.5	6.7	1888	Newburgh, NY	Albany, NY (1890)	
LEVI H. PELTON	141250	Screw	46	23	70	18.4	11	1892	Jacksonville, FL	Jacksonville, FL	Foundered 10/17/1910, Moser Channel, FL
MAGNET	90830	Screw	34	19	72	9.6	4	1875	Jacksonville, FL	Jacksonville, FL	
MARTHA HELEN	91114	Screw	75	50	82	16.0	7.0	1878	Norfolk, VA	Norfolk, VA (1890)	Burned 2/6/1910, Jacksonville, FL
MARY HOWARD	93085	Screw	38	17	54	18.6	5	1900	Palatka, FL	Jacksonville, FL	
MASCOTTE	92093	Screw	84	42	93.6	19.9	7.6	1889	Jacksonville, FL	Jacksonville, FL	Wrecked 3/29/93, Cumberland Beach, GA
MAY HAW	92622	Screw	9	5	45.5	11.5	4.2	1894	Crescent City, FL	Jacksonville, FL	
NAUTILUS (a NAUTILUS, b NAUTILUS [Mexican])	200597	Screw	94	64	74.5	22.6	9.2	1903	Tompkins Cove, NY		
NEPTUNE	130991	Gas Screw	19	8	53	11.9	3.5	1902	Palatka, FL	Jacksonville, FL	
OYSTER BOY	19051	Paddlewheel	54	27	74.6	18.4	7.4	1864	New Brunswick, NJ	New York, NY	
PHILADELPHIA	150246	Screw	189	133	112	22.2	7	1882	Athens, NY	Albany, NY (1890)	
PILOT BOY (Tonnage changed to 294, 192 and 228, 126)	150246	Screw	329	227	134.4	25.5	7.6	1885	Charleston, SC	Charleston, SC	
REDWING	111023	Screw	19	10	50	12.4	5.7	1893	New Berlin, FL	Jacksonville, FL	

<u>Name</u>	<u>Official Number</u>	<u>Rig</u>	<u>Tonnage</u>		<u>Dimensions</u>			<u>Year Built</u>	<u>Place Built</u>	<u>Year, Place Registered or First Home Port</u>	<u>Disposition</u>
			<u>Gross</u>	<u>Net</u>	<u>Length</u>	<u>Width</u>	<u>Depth</u>				
ROBERT TURNER	110146	Screw	34	20	73	13.9	6	1873	Baltimore, MD	Jacksonville, FL (1890)	
ROSA (a GEORGE BURKBECK, JR.)	10901	Sidewheel	89	54	106.2	20.5	6.4	1853	New York, NY	New York, NY (1890)	
RUBY	110412	Screw	17	12	53	10.2	3.9	1889	St. Simons, GA	Brunswick, GA	
RUTH E.	111093	Screw	34	23	62.4	18.2	4.8	1895	Satsuma, FL	Jacksonville, FL	
S. S. BREWSTER	115961	Screw	50	25	77.5	18.6	7.6	1883	Port Jefferson, NY	Georgetown, SC (1890)	
SADIE	117213	Screw	25	17	65	15.3	5	1902	Scranton, MI	Galveston, TX (1905)	
ST. JOHNS	201083	Screw	81	33	80	20	8.5	1904	Jacksonville, FL	Jacksonville, FL (1905)	
SETH LOW	22800	Sidewheel	236	146	126.6	23.6	8.6	1861	Keyport, NJ	New York, NY	Burned 11/88, Jackson- ville, FL
THREE FRIENDS	145703	Screw	157	89	112	24	8.8	1895	Jacksonville, FL	Jacksonville, FL	A 1950
TROJAN	145858	Screw	60	30	70	18	6	1900	Palatka, FL	Jacksonville, FL	Burned 3/2/1903, Green Cove Springs, FL
TUPPER	145928	Screw	60	40	62.9	17.1	7	1902	Brunswick, GA	Brunswick, GA (1905)	
WILLIAM H. HERICK	80062		21						Albany, NY		

SMALLER TUGS, FREIGHT, PASSENGER AND TOWING VESSELS

<u>Name</u>	<u>Official Number</u>	<u>Rig</u>	<u>Tonnage</u>		<u>Dimensions</u>			<u>Year Built</u>	<u>Place Built</u>	<u>Year, Place Registered or First Home Port</u>	<u>Disposition</u>
			<u>Gross</u>	<u>Net</u>	<u>Length</u>	<u>Width</u>	<u>Depth</u>				
ABBIE			15					1877	Palatka, FL		
AGNES K.	107574	Screw	15	10	46.1	11.6	3.6	1900	New Berlin, FL	Jacksonville, FL	
ALICE M.	106530	Screw	13	9	41	10.2	1.6	1896	Georgetown, FL	Jacksonville, FL	
ALMA H (gas)			37					1908	St. Augustine, FL		
ALLIGATOR	106613	Sternwheel	66	56	71	18.7	3.5	1888	Palatka, FL	Jacksonville, FL (1890)	
ALMA MAY	204055	Screw	26	17	60.5	13.1	3.8	1907	Seville, FL	Jacksonville, FL	
ANNIE B.	107540	Screw	9	6	43.3	9.2	4.3	1900	Jacksonville, FL	Jacksonville, FL (1905)	
ANTHEA	106588	Screw	24	12	53.8	11.1	6	1887	Hoboken, NJ		
ARTESIA	107135	St. Yacht	19	10	50.6	10.6	3.8	1894	Jacksonville, FL	Jacksonville, FL	
ASTATULA	105694	Inboard Sternwheel	55	44	80.6	20.6	3.6	1881	Palatka, FL	Jacksonville, FL (1890)	
BISCAYNE (<u>a</u> J. W. SWEENEY)	76769	Sternwheel	414	229	118.9	34.4	4.4	1880	Abbeville, GA	Brunswick, GA (1890)	
BLACK HAWK	3435	Screw	18	13	52	8.9	2.6	1889	Crescent City, FL	Brunswick, GA (1890)	
CARRIE A. WARD	125718	Screw	17	8	54	12	4.8	1878	New Baltimore, NY	Albany, NY (1890)	
CITY OF FAYETTEVILLE (Built by Merrill-Stevens, steel hull)	127675	Sternwheel	149	98	125	24.3	5.3	1902	Jacksonville, FL	Wilmington, NC (1905)	
COSETTE (<u>a</u> MARINA)	91664	St. Yacht	42	21	80	12.8	7.8	1884	Bristol, RI	New York, NY (1890)	
COURTNEY (<u>a</u> W. T. DAGGETT)	81364	Sternwheel	66	50	75.7	20.3	4	1892	Wilmington, NC		
D. MURCHISON (<u>a</u> SURF CITY, <u>b</u> PAULINE, iron hull)	6653	Sternwheel	147	140	120	20	5.0	1869	Wilmington, DE	Wilmington, NC (1890)	
DELLA (Steel hull)	157834	Sternwheel	38	27	76.5	18.1	3	1893	Jacksonville, FL		

Name	Official Number	Rig	Tonnage		Dimensions			Year Built	Place Built	Year, Place Registered or First Home Port		Disposition
			Gross	Net	Length	Width	Depth					
OROTHY	115413		74	57	72.6	16.2	6	1891	Westerly, RI			
MMIE	135884	Sternwheel	63	50	88	20	3	1875	Jacksonville, FL	Jacksonville, FL (1886)		
ESCORT	135384	Screw	11	5	52.7	9.7	3.4	1880	Jacksonville, FL	Palatka, FL (1886)		
EUREKA	136160	Sternwheel	76	67	69.6	16	4	1890	Silver Springs, FL			
GEMINI	89198	Sternwheel	17	11	35	13.6	4	1882	Picolata, FL			
GEORGIANA	85984	Sternwheel	185	109	91.5	24	4.5	1887	Palatka, FL	New York, NY (1891)		
GLADYS	86095	Screw	19	8	58.5	11.4	4.5	1890	Peekskill, NY	New York, NY (1891)		
HATTIE BARKER	95320	Paddlewheel	123		102.4	32.3	8.2	1874	Jacksonville, FL	Jacksonville, FL		A 79 and rebuilt as schooner (?) A 85
HERCULES	96201	Sternwheel	52	26	55.6	20.6	3	1892	Jacksonville, FL	Jacksonville, FL		Piledriver
HERON	96388	Screw	16	10	39.6	13.4	4	1897	Picolata, FL	Jacksonville, FL		
HIAWATHA	200729	Inboard Sternwheel	129	54	89	23.5	4.6	1904	Palatka, FL	Palatka, FL		A 1919
HITTIE	96234	Screw	12	6	54.5	12.6	3.4	1893	Norwalk, FL	Jacksonville, FL		
HUSTLER		Screw	28 75	15 41	53	23	4	1893	Jacksonville, FL			(as pile driver) (as passenger vessel)
HYACINTH	96516	Sternwheel	14	5	45	9.2	2	1900	Jacksonville, FL	Jacksonville, FL		
JENNIE	76881	Sternwheel	27	17	64	13.4	4.6	1890	Lake Beresford, FL	Jacksonville, FL		
JOSE PEDRO (Steel hull)	203576	Sidewheel	828	571	184.1	30	7	1904	Jacksonville, FL			Sold alien, March 3, 1907
LA GLORIA	203559	Sternwheel	50	25	75.5	19.6	4.2	1906	Newark, NJ (1910)			
LAKE WORTH	140875	Sternwheel	21	12	65	14	3	1887	Jacksonville, FL	St. Louis, MO (1890)		
LEE S.	200475	Screw	17	11	45	9	3.6	1902	Jacksonville, FL	Jacksonville, FL (1905)		
LE REVE			49					1897	Palatka, FL			

<u>Name</u>	<u>Official Number</u>	<u>Rig</u>	<u>Tonnage</u>		<u>Dimensions</u>			<u>Year Built</u>	<u>Place Built</u>	<u>Year, Place Registered or First Home Port</u>	<u>Disposition</u>
			<u>Gross</u>	<u>Net</u>	<u>Length</u>	<u>Width</u>	<u>Depth</u>				
LEO	141595	Screw	9	6	46	11	2.7	1899	Georgetown, FL	Key West, FL (1905)	
LILLIAN			17					1891	New York, NY		
LOUISE (gas)	141696	Naptha Yacht	22	19	61.4	10.6	4.1	1895	New York, NY	St. Augustine, FL (1905)	
MARION	90399	Sternwheel (Probably inboard sternwheel)	67	33	78	18	8	1871	Palatka, FL	Jacksonville, FL (1890)	
MAY HAW	92622	Screw	9	5	45.5	11.5	4.2	1894	Crescent City, FL	Jacksonville, FL	
MAYPORT	92913	Screw	59	30	71.8	18	6	1898	New Berlin, FL	Jacksonville, FL	
METAMORA	92487	Inboard Sternwheel	165	97	87	21.5	3.4	1893	Palatka, FL	Jacksonville, FL	
MINNIE G.			4					1908	Sanford, FL		
NETTIE J.	201327	Screw	9	6	46	8	3.6	1904	Sanford, FL	Jacksonville, FL (1905)	
OGEECHEE	155001	Screw	8	4	48.5	8.6	3.8	1876	Bristol, RI	Darien, GA (1886)	
PASTIME	201158	Sternwheel	22	14	57	11	3.6	1904	Jacksonville, FL	Jacksonville, FL (1905)	
PORT ROYAL			189	155							
ROXIE			54	40				1881	Jacksonville, FL		Burned shortly after construction
RUTH E.	11093	Screw	34	23	62.4	18.2	4.8	1895	Satsuma Hts., FL	Jacksonville, FL	
S. V. WHITE	116195	Sternwheel	34	30	75	12.6	3.2	1897	Daytona, FL		
ST. AUGUSTINE (Steel hull)	116308	Sternwheel	131	73	110	24	4	1890	Wilmington, DE	St. Augustine, FL (1905)	
ST. SEBASTIAN (Iron hull)	116304	Sternwheel	219	133	130	24	4	1889	Wilmington, DE	New York, NY (1890)	
SANDOW	116868	Sternwheel	50	18	48	16	4.5	1898	Jacksonville, FL		Hoisting barge
SANTA LUCIA (a NELLIE HUDSON No. 2)	130419	Sternwheel	193	170	158	28.6	3.0	1889	Pittsburgh, PA	Pittsburgh, PA (1890)	

<u>Name</u>	<u>Official Number</u>	<u>Rig</u>	<u>Tonnage</u>		<u>Dimensions</u>			<u>Year Built</u>	<u>Place Built</u>	<u>Year, Place Registered or First Home Port</u>	<u>Disposition</u>
			<u>Gross</u>	<u>Net</u>	<u>Length</u>	<u>Width</u>	<u>Depth</u>				
SEMINOLE	115895	Sidewheel	14	11	67.7	13.1	3.4	1882	Jacksonville, FL	Savannah, GA (1890)	
SILVER KING	116426	Screw	14	9	56	11.4	4.2	1889	Yonkers, NY		
SOPHIE HOWARD	116355	Screw	9	5	41.3	10.3	3.8	1890	Grahamville, FL	Jacksonville, FL	
STELLA	115744	Screw	80	40	83.7	18.2	8.5	1880	Camden, NJ	Pensacola, FL (1890)	
THREE KIDS	145956	Sidewheel	48	22	69.5	12.4	3.6	1902	Jacksonville, FL	Peoria, IL (1905)	
THREE LINKS (b MERMAID)	145418	Screw	12	10	44.4	8	4	1886	Jacksonville, FL	St. Augustine, FL (1890)	
TWILIGHT	145324	Screw	18	14	61.4	15.4	3	1883	Jacksonville, FL	Jacksonville, FL (1890)	
VICTORINE	161502	Screw	12	8	54	10.3	3	1882	Clayton, NY	Jacksonville, FL (1890)	
WAHOO	81361	Screw	32	23	66	18.6	3.8	1892	Silver Springs, FL		
WAUNITA	80874	Inboard Sternwheel	63	49	77	22	3	1882	Jacksonville, FL	Jacksonville, FL	
WILLIAM HOWARD	81854	Sternwheel	97	55	84	21	5.2	1903	Palatka, FL	Jacksonville, FL (1905)	
WOOD BAY			13					1881	Jacksonville, FL		
WYOMA	81466	Sternwheel	16	6	45	15.1	3.2	1894	Georgetown, FL	Jacksonville, FL	

LISTING OF FERRIES; JACKSONVILLE AREA

<u>Name</u>	<u>Official Number</u>	<u>Rig</u>	<u>Tonnage</u>		<u>Dimensions</u>			<u>Year Built</u>	<u>Place Built</u>	<u>Year, Place Registered or First Home Port</u>	<u>Disposition</u>
			<u>Gross</u>	<u>Net</u>	<u>Length</u>	<u>Width</u>	<u>Depth</u>				
ARLINGTON	211397	Screw	54	36	55	26	7.5	1913	Jacksonville, FL	Jacksonville, FL	
ARMSMEAR	1877	Sternwheel	131	87	76	23	7.3	1870	Hartford, CT	New York, NY	Burned at Palatka, FL 12/14/87
CLIFTON	5809	Screw	34					1870	Philadelphia, PA		
COMMODORE BARNEY (<u>a</u> ETHAN ALLEN, <u>b</u> USS COMMODORE BARNEY, 10/11/61, <u>c</u> COMMODORE BARNEY, 1/12/66)	4900	Sidewheel	538	409	143.6	33.9	12.2	1859	Brooklyn, NY	Cincinnati, OH	Stranded 9/22/1901 off Jacksonville, no lives lost
DAISY		(In use 1875)									
DIXIELAND	203703	Gas screw	14	9	57	20	2.8	1906	Jacksonville, FL	Jacksonville, FL	
DUVAL (<u>b</u> FLETCHER, 6/5/1926, built by Merrill-Stevens)	201345	Screw	235	204	112	40.5	10	1904	Jacksonville, FL	Jacksonville, FL	
FANNIE FERN	9692		17					1868	Jacksonville, FL	Jacksonville, FL	Exploded 1/22/73, Jacksonville, 3 lives lost
JACKSON (Built by Merrill-Stevens)									Jacksonville, FL	Jacksonville, FL	
JAMES A. STEVENS	15366		150								
LOUISE (<u>a</u> JAMES A. STEVENS)	12751	Screw	89	44	106	22.4	7.2	1857	Williamsburg, NY	Jacksonville, FL (1891)	A 91
MECHANIC	17867	Sidewheel	215 288	225	124.6	28.2	7.5	1856	Camden, NJ	Camden, NJ	Stranded 8/15/91, Jacksonville, FL, no lives lost
POPE CATLIN	19904	Sidewheel	164	119	119	23.3	6.6	1853	Jersey City, NJ	New York, NY	Burned 8/28/99, Brunswick, GA, no lives lost
RAVENSWOOD	21855	Sidewheel	430	314	137.2	29.8	10.7	1867	New York, NY	New York, NY	Burned 1/13/95, South Jacksonville, FL, no lives lost
SOUTH JACKSONVILLE (<u>b</u> MOUNT HOLLY, 3/10/25, <u>c</u> GOV. EMERSON C HARRINGTON II, 1/31/38, <u>d</u> ADIRONDACK, steel hull, built by Merrill-Stevens)	211156	Screw	292	199	130	40	11.6	1913	Jacksonville, FL	Jacksonville, FL	Still in service, Burlington, VT
TOPSY		(Ran on St. Johns in Jacksonville in 1870)						1869	Jacksonville, FL	Jacksonville, FL	
TRANSPORT	201698	Screw (Cable ferry)	38	25	51.8	18.8	3.7	1905	Palatka, FL	Palatka, FL	

LIST OF PRINCIPAL TRIBUTARIES OF THE ST. JOHNS*

<u>NORTH AND WEST</u>	<u>MILEPOST NO.</u>	<u>SOUTH AND EAST</u>	<u>NORTH AND WEST</u>	<u>MILEPOST NO.</u>	<u>SOUTH AND EAST</u>
Atlantic Ocean	0	Atlantic Ocean	Cross Florida Barge Canal	92.8	
Intracoastal Waterway	4.0	Intracoastal Waterway	Camp Branch	94.7	
Old Channel	8.0		Ocklawaha River	100.8	
	9.9	Jones Creek	Bear Creek	101.0	
Dunn Creek	13.3		Salt Springs Run	112.4	
Broward River	14.0		Silver Glen Springs Run	118.8	
Drummond Creek	15.0		Juniper Creek	122.1	
Trout River	16.6			130.9	Lake Dexter
	21.5	Arlington River	Stagger Mud Lake	132.0	
Hogan Creek	23.3		Alexander Spring Creek	133.7	
Ortega River (McGirts Creek)	27.1		Get Out Creek	136.7	
	32.2	Goodby's Creek	St. Francis Dead River	141.0	
	37.5			141.7	Honey Creek
Doctor's Lake and Inlet	39.6		Mud Lake	145.3	
Black Creek	44.9	Julington Creek	Botts Creek	145.8	
	47.3			148.2	Lake Beresford
Governors Creek	51.5	Trout Creek		150.9	Blue Springs Run
	52.0	Six Mile Creek	Wekiva River	156.8	
	56.9		Lake Jessup	174.2	
	60.0	Tocoi Creek		186.6	Deep Creek
	63.5		Buscombe Creek	201.5	
	64.8	McCullough Creek	Christmas Creek	202.8	
	67.2	Deep Creek		206.6	Clark Lake
	75.3		Taylor Creek	234.9	
	81.4	Mill Branch		239.8	Rockledge Creek
	86.4	Dunn's Creek	Lake Helen Blazes	269.7	Lake Helen Blazes
	89.5	Murphy Creek	End of Channel	275.9	End of Channel

FANNIE DUGAN'S 1882
VOYAGE TO FLORIDA

The agony commenced on July 5 when at 9:30 p.m. she left New Orleans. A half hour later, on the same day, she made fast to a tree on the bank of the Mississippi River and leaving early the next morning, arrived at Port Eads at 9:00 a.m. She went to sea making the Gulf at noon and at midnight, the steam fire pipe started to leak.

July 7th found a light southwest wind and a smooth sea with the FANNIE DUGAN's cabin shaking a great deal. On July 8th, the cabin was still shaking and the steamer was leaking; all pumps were working and there was a heavy wind and sea. At 10:00 p.m. on that day, the FANNIE DUGAN turned for Pensacola. The wind was northeast and there was a heavy sea.

On July 9th in the morning at 9, she came to anchor in the lee of Santa Rosa Island and all hands were very busy repairing damages. On July 10th at 10:00 a.m., she steamed out to sea but by 9:00 p.m., the steam pipe gave way. The boiler also commenced leaking in a bad way, and the cabin was in a dangerous condition. So the FANNIE DUGAN was obliged to put back to Pensacola. They reached quarantine at 3:00 p.m. and at 7:00 a.m., the next day, got permission to go into Pensacola.

The next day, while anchored at Pensacola, it was found that a hog chain, one of the supports that held the hull in a proper position, was gone and no boiler makers or coppersmiths were available in town to look at the boiler.

Early the following day, July 12, the hog chain was repaired and on July 13, she was still lying at anchor in Pensacola. On July 14th, she left Pensacola at 11:30 a.m. via Santa Rosa Sound with a "knowledgeable" pilot on board but the boat ran aground and failed to get off!

However, on the next day, July 15, she did get off and crossed the East Pass at 8:30 a.m.; steamed all day, and came to anchor in St. Joseph's Bay at 6:00 p.m. Fortunately, the winds were southwest, very light, and there was no sea. The next day early in the morning at 4:00 a.m., she left St. Joseph's and was off Cape St. George by 10:00 a.m. At 1:00 p.m., she came to anchor at Dog Island and

landed the pilot, not leaving Dog Island until 5:00 p.m. That evening at 10:00 p.m., saw thunder, lightning and a squall as weather conditions. The cabin started shaking again and became quite dangerous. At midnight, the storeroom floor, the center table and the kitchen utensils were lost.

Finally the next day, July 17, at 10:00 a.m., the FANNIE DUGAN arrived at Cedar Keys and came to anchor in front of the town. The next day she took on wood and boiler makers commenced their necessary work on the boilers, continuing through the following day.

On July 20th, one of the crew refused to go to work claiming he was sick and he wanted to be sent to the hospital but the captain refused. He went ashore anyway but returned at the end of the afternoon and went to work.

Next day, July 21st, found the crew taking in wood at Cedar Keys for the continuation of the voyage. On July 22nd, Cedar Keys was finally left behind.

Going down the coast on July 23, they passed Egmont Key in the morning and anchored at Boca Grande at 7:00 p.m. At 8:00 p.m., a heavy wind and a rain squall visited them. The next morning, the anchor was hoisted aboard at 4:30 a.m. and the FANNIE DUGAN went to Charlotte Harbor coming to anchor at Punta Rassa in the evening at 9:30. At that time, there was a heavy southwest squall and both anchors were required to be placed to keep her from being blown ashore and the engine was kept running at a slow speed to ease the strain on them.

In the early morning of July 25, the FANNIE DUGAN left Punta Rassa with the wind blowing very fresh and the cabin shaking again. She came to anchor at 5:00 p.m. that day in Marco Pass - stopped an hour and went through the Pass coming out at Raccoon Key heading for Cape Sable. Around 6:00 p.m., she came to rest off one of the Ten Thousand Islands with the weather rather squally with rain. At 11:30 that night, she started for Cape Sable, which was passed the next day, July 26, early in the morning. At 1:15 p.m., she came to anchor off Lower Matecumbe Key. The wind was east-southeast, blowing very fresh. The engineer was cleaning boilers and all hands were employed. July 27th found her lying at an-

chor and all hands went ashore to cut wood to carry the vessel onward.

On July 28, she left early in the morning and by 7:30, was abreast of Alligator Reefs. The cabin was in a very dangerous condition, and the steamer was rolling heavily. That evening at 7:30, she came to anchor off Old Town, Cape Florida, with the wind due east.

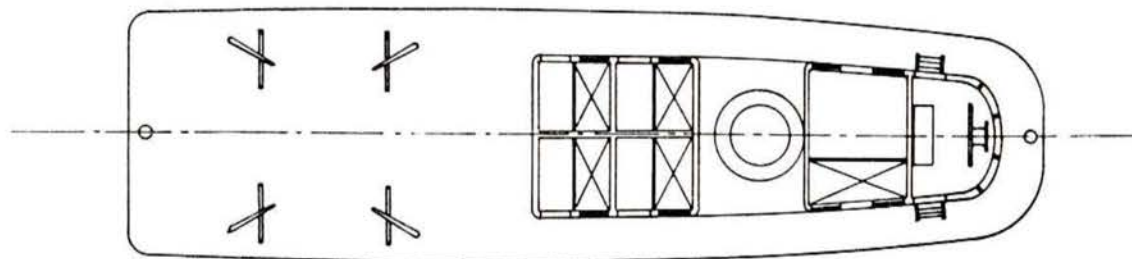
The next morning, they hove the anchor at 4:00 and steamed inside of Cape Florida and came to anchor in Bear's Cut at 7:00 a.m. That afternoon, they met the steamer BIG SUNFLOWER which was on the same course also bound for Jacksonville and got 75 boxes of coal from her. One of the firemen, John Hart, left the boat and went ashore without permission at 10:00 a.m. (Who can blame him?)

July 30th, while lying at anchor, a heavy squall of wind and rain at 9:00 a.m. found the steamer dragging her anchors. The next day, she was still lying at anchor waiting for the weather to moderate before going to sea.

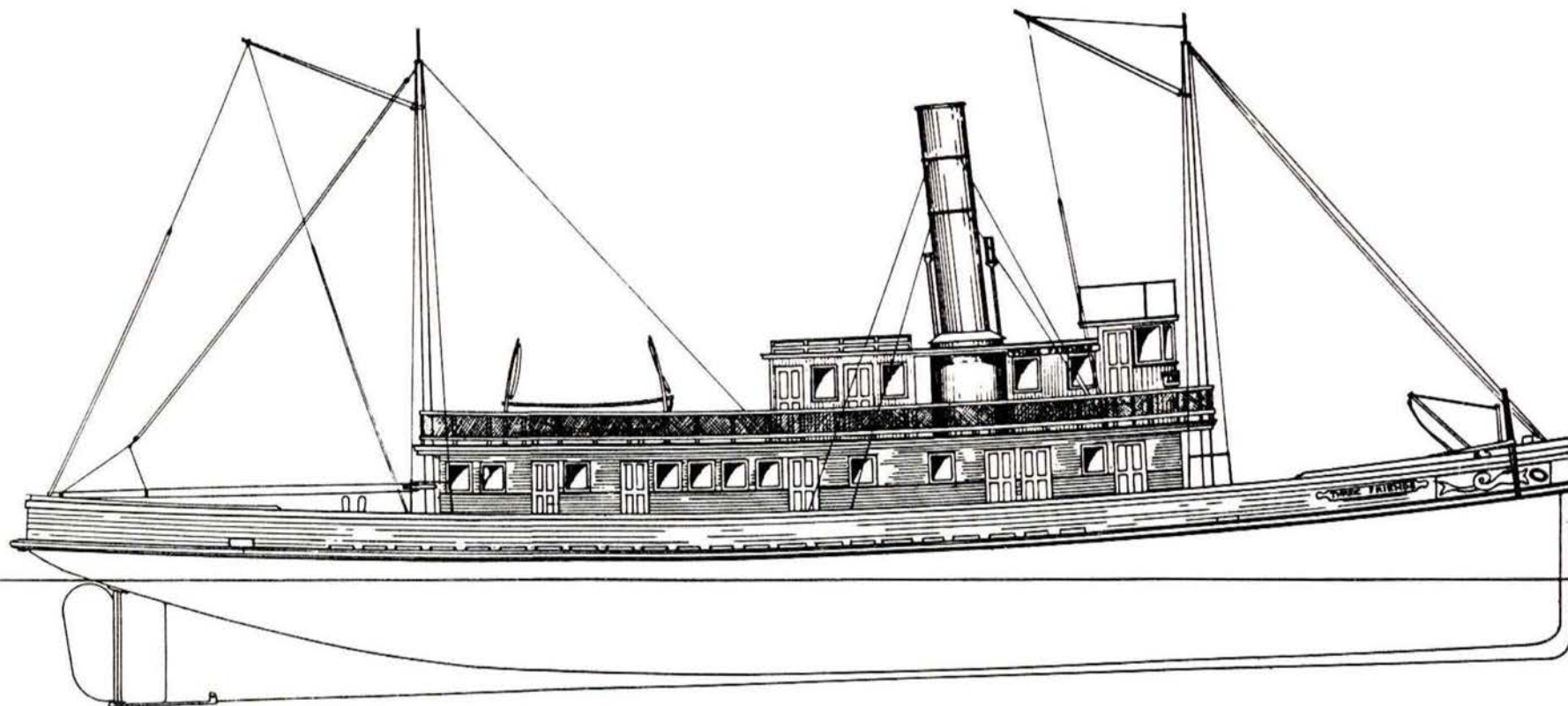
August 1 found her with more squalls and indications of a hurricane. As a precautionary endeavor, the FANNIE DUGAN got up steam and went into the Miami River.

The next day found her still in the river with the wind blowing hard from the southeast. Finally, on August 3, she left at 5:00 p.m. and on August 4, came to anchor outside of Old Town, Cape Florida at 1:30 a.m. At 10:00 a.m., she went to sea with moderating weather and by 10:40 p.m., the FANNIE DUGAN was off Jupiter Light.

The next day, August 5, saw the FANNIE DUGAN passing Cape Canaveral at 3:00 p.m. However, the wood fuel was all gone so the spars and one fender on the vessel were cut up and used as fuel. At 1:00 p.m., they stopped the steamboat to get the furnace ready to burn coal and the next day, August 6, arrived in Jacksonville.

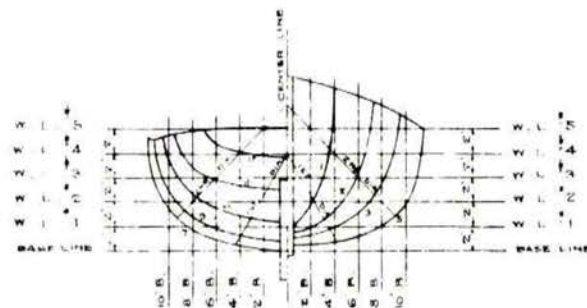


PLAN VIEW OF UPPER CABIN & PILTHOUSE



OUTBOARD PROFILE





BODY PLAN

SCALE: $\frac{1}{8}$ IN. = 1 FT.

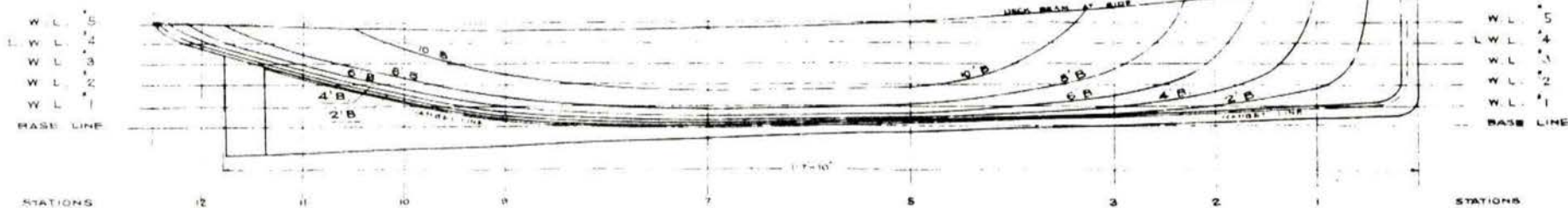


HALF BREADTH PLAN

SCALE: $\frac{1}{8}$ IN. = 1 FT.

1ST. DIAGONAL

2ND. DIAGONAL

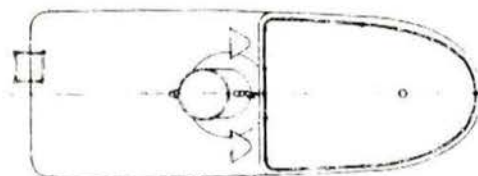


SHEER PLAN

SCALE: $\frac{1}{8}$ IN. = 1 FT.

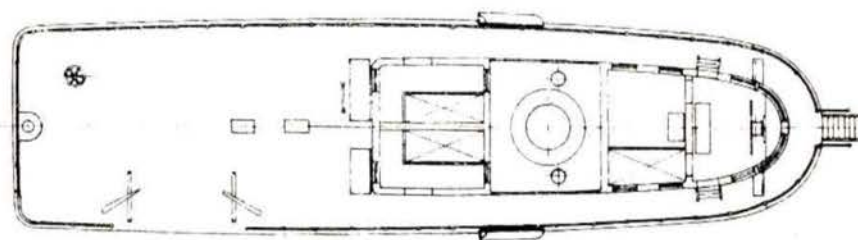
SCALE: $\frac{1}{8}$ IN. = 1 FT.

W.L. 5
W.L. 4
W.L. 3
W.L. 2
W.L. 1
BASE LINE



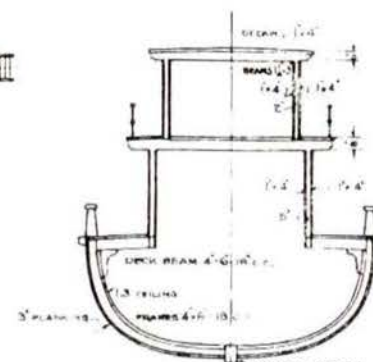
UPPER SIDE WHEEL HOUSE

SCALE: 1/8" = 1 FT



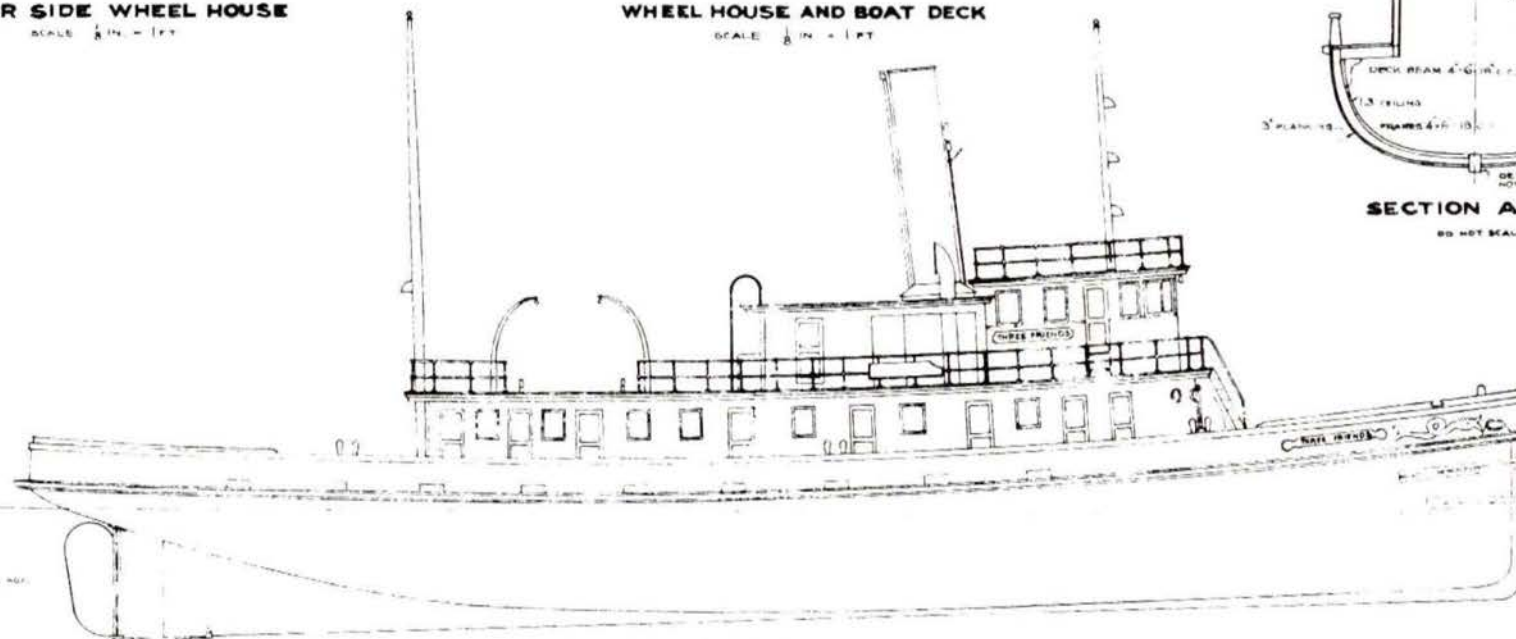
WHEEL HOUSE AND BOAT DECK

SCALE: 1/8" = 1 FT



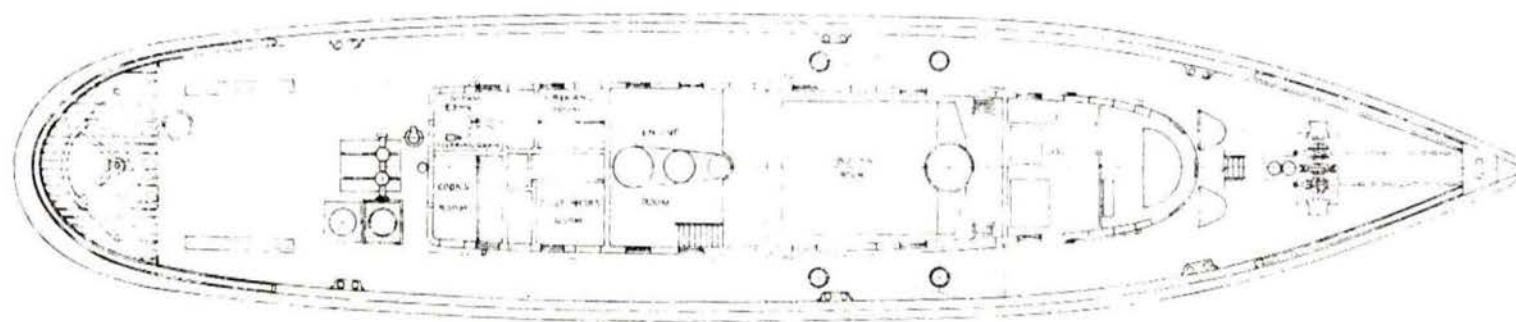
SECTION AT STA 6

DO NOT SCALE



PROFILE

SCALE: 1/8" = 1 FT



MAIN DECK PLAN

SCALE: 1/8" = 1 FT

SCALE: 1/8" = 1 FT
DO NOT SCALE

5874 8026 6

MRB

INFORMATION
CONTAINED
HEREIN IS UNCLASSIFIED

NOTE:
ALL DIMENSIONS
SHOWN ON THIS PLAN ARE APPROXIMATE

